

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVII., No. 27.]

SATURDAY, JULY 8, 1871.

[WHOLE No. 1,887, VOL. XLIV.

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Chesapeake and Ohio Railroad.....	737
The Viaduct Railway.....	737
The Lake Superior Trade.....	737
Cincinnati, Hamilton and Dayton Railroad.....	738
Dayton and Michigan Railroad.....	738
Cincinnati, Richmond and Chicago Railroad.....	739
Chicago, Danville and Vincennes Railroad.....	739
Texas Pacific Railroad Bill.....	739
Dividend and Interest Tables.....	742, 745
Stock Exchange and Money Market.....	757
Journal of Railroad Law.....	760
Public Debt Statement.....	761
Movements of Produce.....	762

American Railroad Journal.

New York Saturday, July 8, 1871.

Chesapeake and Ohio Railroad.

A correspondent of the *Richmond Dispatch*, writing from the White Sulphur Springs under date June 27th says:

The Chesapeake and Ohio Railroad is in the hands of men with big ideas and grand ends. They know well that they have a road without a rival across the continent, and the highest grade from the Ohio to the foot of the Alleghany, only twenty feet to the mile—a very large portion of it only twelve feet. The ascent on the west side of the Alleghany is 29½ feet from the top of the Alleghany to tide-water, down the valley of the James, a descending grade the whole way. Where is the road that can compete with it? Her nearest neighbor and rival, the Baltimore and Ohio, with heavy grades all the way, running up as high as 112 feet to the mile, must succumb to this new road.

The Chesapeake and Ohio can carry freight at a figure and make profits through their low grades that would not pay expenses on the Baltimore and Ohio road. She must, of course, take all the tonnage from the trade-fields within her reach. Its western terminus has been located at the grandest point for a big city than can be found in the Ohio Valley. It is immediately above the big bend of the Ohio river, at a point where the great Kanawha having united its waters with the Ohio, makes it accessible to steamers at all seasons. In the midst of the finest coal-fields in America, twenty miles of rail up Guyandotte will reach seams of coal which we have seen fifteen feet thick. A road a few miles longer up Sandy will

develop mines of equal quality and altogether as abundant.

This future city of Huntingdon is located on a beautiful bottom on the banks of the Ohio, between the mouths of Guyandotte and Sandy rivers. It is within a few miles of the rich iron deposits of Ohio near Ironton, and must soon become a great iron-producing city. There is no point within our knowledge where the iron ore and coal can be put down at as low figures as at Huntingdon, with the great West for an unlimited market. An abundant supply of lumber can be obtained immediately in its rear from the unbroken forests east to the top of the Alleghanies, and must become a great article of commerce from this point west.

This road has recently secured through its friends the control of the Lexington and Sandy railroad, and will place it at once under construction. This secures a straight all-railroad line to Louisville, thence to St. Louis, thence to Kansas City and the Pacific coast. They are now contemplating the construction of an air-line low grade railroad from Huntingdon to Chicago, the commercial centre of the northwest. This will bring Chicago nearer to Richmond than she now is to New York. A bridge across the Ohio river and a few miles of new road will place her in connection with the great network of railroads in Ohio, Indiana and Illinois.

The Viaduct Railway.

The eagerness with which the first instalment of the stock of the Viaduct Railway has been taken is very significant. The plans of the railway are not yet known to the public except very vaguely. Not one in twenty of the subscribers to the stock has entered into any thorough calculation of the probabilities of profit in the project. But it is seen of all men that the facilities of up-town transit which we now endure are grossly inadequate, and that a new system is inevitable and a proper system cannot fail to be enormously lucrative. Beyond that our only guarantee must be the public confidence in the character and the abilities of men upon whom the conduct of the enterprise has devolved. This is really the only guarantee ever attainable in like cases, and this avails to make even the projectors of other schemes of transit yield their own conceptions almost without an effort to realize them when the project of the Viaduct is broached and the names of the projectors of the Viaduct are published. The clear prospect is that not only will the road be a speedy and enduring economic success, but that it will be an

ornament to the city which it traverses and a monument to the men who built it.

Smyrna and Delaware Railroad.

The Bombay Hook Railroad, as it is popularly called, or the Smyrna and Delaware Bay Railroad, as it is technically named, has been contracted for by Charles K. Landis, President of the Vineland Railroad. He came to this town on Wednesday evening last, and on Thursday the contract was signed, which requires the construction of the road within six months of the date, and thorough equipment. In the equipments are to be two locomotives to cost not less than \$12,000, two passenger cars to cost \$5,000 each, one smoking car to cost \$4,000, two turn tables, and five depots—rather a large number of the latter for nine miles of road. Such we learn from Mr. J. W. Spruance, President of the company. Mr. Landis, we believe, promises to have the road in running order in about ninety days.—*Smyrna Times*.

(From the Detroit Post.)

The Lake Superior Trade.

This is a subject of vital importance to our business men. Recent events in connection with the opening of the St. Paul and Lake Superior Railroad, and the pushing forward of the Northern Pacific, have drawn the attention of the commercial cities of the eastern seaboard to the traffic of that region. The following remarks of the *Cleveland Leader* are suggestive to the merchants and manufacturers of Detroit:

"Nothing in the signs of the times has been more apparent this season than the tremendous exertion put forth by the great Atlantic cities to grasp and control the trade of Lake Superior. For this purpose Boston purchased the steamers of the Northern Transportation Company, and now has a through line over the Vermont Central Railroad and these lake steamers to Duluth. Philadelphia is reaching forward through the Philadelphia and Erie Railroad to the same centre, and is now expending more than \$1,000,000 on docks and elevators in the harbor of Erie, where the Pennsylvania men hope to transfer from water to rail the wheat and other products of the Northwest. Baltimore is perfecting the Ohio division of the Baltimore and Ohio Road, and is preparing to make Sandusky an important entrepot for the commerce of the lakes. The line of steamers to be established between Sandusky and Duluth will represent the lively interest which Baltimore feels in the distribution of the immense traffic that will be poured eastward over the Northern Pacific line. New York city is already strongly represented by the Central and Erie railways and the great lines of steamers which those

two corporations already have afloat on the lakes. The result cannot fail to give a new importance to the cities along the southern shore of Lake Erie. As the Hon. William D. Kelley predicted in his recent speech: 'It requires but little power of imagination to behold the City of Erie equalling Buffalo, and Cleveland and Detroit expanding into rivalry with Chicago.' The settlement of the immense tracts of rich country between Duluth and Puget Sound will open up a new market for manufactured goods and material supplies of every kind, and though Cleveland can hardly expect to become a leading entrepot for grain, it must derive an important accession to its prosperity from the new markets about to be opened to our manufacturers and merchants."

Atlanta and Richmond Air Line.

We are informed that the Pennsylvania Railroad Company have bought out the interest of P. P. Dickinson, under contract, for the construction of the line between Charlotte, N. C., and Gainesville, Ga. When this fact became known in New York the company's bonds advanced to 87½. The Pennsylvania is the richest company in the United States, and the contract for constructing the air road being assumed by them makes its early completion beyond all doubt. There will be no lack of money. If President Buford's expectations are realized, that the road will be completed to Spartanburg and the trains running between this and Charlotte by the first day of January 1872, it will exceed the hopes heretofore entertained by the most sanguine friends of the enterprise, and will afford a cause to our citizens of self-gratulation scarcely to be equaled by any other event. We learn that the first installment of the subscription bonds of Spartanburg county and of the town have been sold at seventy-five cents on the dollar.—*Spartanburg Spartan*.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1871, was as follows:

From passengers.....	\$430,452 31
" freight.....	544,149 78
" mails and express.....	23,577 83
" rents to other companies.....	210,000 00
" rent of machinery.....	22,690 43
" interest.....	30,813 81
" miscellaneous.....	8,937 82

\$1,270,621 98

Operating expenses, viz:

Repairs of road.....	\$173,743 89
" bridges.....	6,497 09
Shops and engine houses.....	9,305 53
Station expenses.....	71,286 95
Wood, coal and oil.....	94,495 91
Locomotive power.....	81,565 56
Passenger train expenses.....	48,291 94
Freight train expenses.....	67,920 75
Office expenses.....	43,864 15
Miscellaneous expenses.....	30,324 16

627 295 93

Earnings less expenses.....\$643,326 05

From which deduct—

Taxes and insurance.....	\$54,386 48
Interest on bonds.....	144,990 00

199,376 48

Leaving a balance of.....\$443,949 57

Add balance from previous year..... 375,924 94

Total.....\$819,874 51

Applied as follows:

Dividend Oct. 24, 1870, 4 per cent.....	\$140,000 00
" April 4, 1871, 4 per cent.....	140,000 00
Surplus March 31, 1871.....	539,874 51

Total, as above.....\$819,874 71

The operating expenses were 49.36 per cent. of gross earnings. The earnings per mile were \$21.177 08. Number of passengers carried, 753,787.

Tons of freight moved in narrow gauge cars, 486,030. The net earnings were 12.68 per cent., out of which two cash dividends of four per cent. each were paid the stockholders, free from Government tax. The President in his report says:

The lease entered into on the 1st of May, 1863, between the Dayton and Michigan Railroad Co. and the Cincinnati, Hamilton and Dayton Railroad Co., was so modified on the 23d of June, 1870, that the lessee agrees to pay to the stockholders of the lessor three and one half per cent. per annum, in semi-annual installments of one and three-quarters per cent. each, commencing April 1st, 1872, and thereafter on the 1st days of October and April; the amount to be paid by the lessee will not exceed thirty-five thousand dollars per annum; all over this sum, earned on the capital stock, will inure to the benefit of the stockholders of the Cincinnati, Hamilton and Dayton R. R. Co. The lease, as modified, provides for a full satisfaction and discharge of all claims which have been or can be made, by either of the parties against the other, on account of the several and respective obligations in the original lease. The earnings of the Dayton and Michigan for the year have come up to our expectations; the net earnings have been applied to the sinking fund, in permanent improvements at Toledo, and in engines, and freight cars to meet the increasing demands of business.

The Cincinnati, Richmond and Chicago Railroad, at the commencement of this year's business, was not paying expenses. On the 1st of August, however, the Chicago business of our company was transferred from the Lima route to that via Richmond, and in return therefor the Pittsburg, Cincinnati and St. Louis Railway Co. gave us a share of their business, they remaining neutral between our roads and the White Water Valley Division of the Indianapolis, Cincinnati and Lafayette Railroad Co.; but since the 1st of December they have been sending their business by our line, and our Richmond branch has been increasing its net earnings, so that it will be able not only to pay expenses, but to at least partially repay the Cincinnati, Hamilton and Dayton R. R. Co. for the advances made during the past two years in its behalf. The future prospects of this company are now encouraging.

During the year 454½ tons of steel, and 1,088½ tons of re-rolled iron rails have been used in the track. The company have now a little over 9½ miles of steel rail laid—all of which has thus far proved satisfactory: 600 tons of steel rail have been ordered, and its early arrival is anticipated.

The receipts of the company from all sources, during the year, were as follows:

Cash and cash assets, March 31, 1870.....	\$67,632 39
Derived from sale of bonds and stock.....	38,723 55
From C., R. and C. R. R., as per statement.....	463 54
Net earnings for the year.....	443,949 57

Total.....\$570,769 05

Applied as follows:

Equipment.....	\$10,500 00
Real estate.....	933 60
Increased material for repairs.....	8,143 75
Bills receivable.....	16,188 43
Advances to D. and M. R. R., as per statement.....	7,819 56
Railroad and individual accounts.....	30,175 46
Dividends and interest on bonds.....	294,267 06
Balance, March 31, 1871.....	202,741 19

Total, as above.....\$570,769 05

The receipts from operations of the Dayton and Michigan railroad during the year were \$1,074,667 69; and the expenditures, \$1,082,487 25—balance advanced by lessees, \$7,819 56; which added to amount due lessees at the close of the previous year (\$86,605 43), makes the total

amount due C., H. and D. R. R. Co. \$94,424 99.—

The receipts from operations of the Cincinnati, Richmond and Chicago Railroad were \$152,136 12; and the expenditures, \$151,672 58—leaving a balance of \$463 54; which deducted from amount due lessees per last report (\$17,832 64), leaves the balance due C., H. and D. R. R. Co., March 31, 1871, \$17,369 10.

CONDENSED BALANCE SHEET, MARCH 31, 1871.

Construction.....	\$3,974,404 73
Equipment.....	1,006,250 96
Real estate.....	340,113 94
Materials for repairs and wood.....	216,938 82
Wood lands.....	12,540 00
Bills receivable.....	48,512 19
Stocks and bonds.....	382,699 26
Due from R. R. Cos.....	36,915 54
" Individuals.....	3,730 90
" post office department.....	6,812 50
Cash and cash assets.....	202,741 19
D. and M. R. R. lessors.....	94,424 99
C., R. and C. R. R.....	17,369 10

\$6,377,454 12

Capital stock.....	\$3,500,000 00
First mortgage.....	1,250,000 00
Second ".....	500,000 00
Third ".....	282,000 00
Surplus earnings.....	539,874 51
Interest on bonds.....	6,391 00
Dividends unpaid.....	1,472 00
Dividend No. 31.....	140,000 00
Due railroad companies.....	27,252 31
" individuals.....	56,320 64
" United States.....	2,818 58
Pay rolls, March.....	71,325 08

\$6,377,454 12

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—JOHN YOUNG.

Directors.—S. S. L'Hommiedieu, William Goodman, Samuel Fosdick, John Young, Lowell Fletcher, H. D. Huntington, Geo. T. Stedman, Chas. W. West.

Sec. and Treasurer.—FREDERICK H. SHORT.

Assistant Sup't.—LEWIS WILLIAMS.

Dayton and Michigan Railroad.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers.....	\$216,569 11
" freight.....	703,932 46
" mails and express.....	40,823 64
" rents, etc.....	1,080 77

\$1,062,405 98

Expenses, viz:

Maintenance of way.....	\$198,027 99
Machine shop.....	5,663 70
Locomotive power.....	88,276 28
Wood and oil.....	76,183 85
Train expenses.....	112,240 00
Station expenses.....	63,871 04
Office expenses.....	39,016 01
Miscellaneous expenses.....	49,898 00

633,176 87

Earnings less operating expenses.....\$429,229 11

From which deduct—

Taxes and insurance.....	\$34,218 54
Interest on bonds.....	298,830 00

333,048 54

Net earnings for the year.....\$96,180 57

Add amount advanced by lessees..... 7,819 56

Add increase of interest on bonds un-

claimed..... 4,569 76

Add gain on sinking fund bonds..... 3,310 00

Town of Perrysburg bonds to lessees..... 11,000 00

Total.....\$122,879 89

Applied as follows:

For construction	\$1,156 63
" fencing	8,447 07
" improvements at Toledo	10,352 61
" right of way, real estate	418 50
" rolling stock	62,988 17
" individual accounts	276 75
" income bonds	300 00
" rent Toledo dock refunded	940 16
" settlement of old claims	5,000 00
" first mortgage bonds cancelled	33,000 00

\$122,879 89

BALANCE SHEET, MARCH 31, 1871.

Construction	\$4,785,342 82
Stock interest account	491,444 31
Fencing	40,438 11
Toledo improvement	353,940 99
Right of way	106,383 95
Lima shop equipment	12,145 31
Real estate	92,064 12
Rolling stock	730,256 13
Bills receivable	1,562 00
Individual account	5,071 12
Profit and loss	150,292 28

\$6,768,941 12

Capital stock, new	\$2,376,465 54
" " old	22,507 01
1st mortgage bonds	2,733,000 00
2d " "	642,000 00
3d " "	700,000 00
Toledo depot	169,500 00
Income bonds	500 00
Bills payable	4,200 00
Interest on bonds	26,243 58
Individual account	100 00
C., H. and D. R. R.	94,424 99

\$6,768,941 12

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—M. R. WAITE.

Directors.—S. S. L'Hommedieu, William Goodman, H. D. Huntington, M. R. Waite, F. H. Short, John Young, Lowell Fletcher, Chas. W. West.

Assistant Sup't.—JOHN H. WELLER.

Secretary and Treasurer.—FREDERICK H. SHORT.

Cincinnati, Richmond and Chicago R. R.

The receipts from operations of this road for the fiscal year ending March 31, 1871, were:

From passengers	\$67,842 12
" freight	77,300 03
" mails and express	6,756 19
" rents	237 78

\$152,136 12

Expenses, viz:

Maintenance of way	\$33,964 36
Locomotive power	25,393 41
Train expenses	11,086 73
Station and office exp.	16,741 53
Miscellaneous expenses	16,492 00

103,678 03

Earnings less expenses \$48,458 09 |

From which deduct—

Taxes and insurance	\$3,437 05
Interest on bonds	43,760 00
General int. and exchange	170 50

47,357 55

Net earnings for the year \$1,100 54 |

—of which \$637 was applied to payment of interest on bonds due on last report, and the balance (\$463 54) to C., H. and D. R. R. Co., Lessees.

BALANCE SHEET, MARCH 31, 1871.

Construction	\$526,733 00
Equipment	120,451 98
Real estate	700 00
Profit and loss	81,009 08

\$1,028,894 35

Capital stock	\$382,600 00
First mortgage bonds	560,000 00
Second " "	65,000 00
Interest on bonds unclaimed	3,925 25
C., H. and D. R. R.	17,369 10

\$1,028,894 35

President and Gen'l Sup't.—DANIEL McLAREN.

Vice President.—GEO. T. STEDMAN.

Directors.—S. S. L'Hommedieu, Geo. T. Stedman, William Goodman, Lowell Fletcher, E. W. McGuire, F. H. Short, H. D. Huntington, Chas. W. West.

Assistant Sup't.—LEWIS WILLIAMS.

Secretary and Treasurer.—FREDERICK H. SHORT.

Chicago, Danville and Vincennes Railroad.

One of the most important lines—for Chicago perhaps most important—now in progress is the Chicago, Danville and Vincennes Railroad, which was begun about two years ago, and has been in operation for some time to St. Anne's, in Kankakee county, and within a few days has been completed to Watseka, in Iroquois county, where it intersects the Toledo, Peoria and Warsaw Railway. The progress of the road has not been very rapid, but it has been certain and steady, and the work is now in such condition that the managers are sure that the road will be ready to bring in the summer's crops from Danville and Terre Haute, and, if no unexpected delay occurs, the line will be completed by the middle of August.

For the present this road depends upon the Pittsburg, Cincinnati and St. Louis Railway for an entrance into Chicago. It uses the latter line as far as Dolton, 20 miles south of Chicago, and that is at present the northern terminus of the road. Thence it extends nearly due south to Danville, on the Toledo, Wabash and Western, a distance of 108 miles, and from Danville has a southeast course of eight miles to the Indiana line, where it will be met by the Evansville, Terre Haute and Chicago Railroad, which is completed from that point to Terre Haute, and there makes a connection with the Evansville and Crawfordsville Railroad.

Thus the completion of this road will not only give a new and direct road from Chicago to Danville, with the business of the country on the line, but a north and south line from Chicago to the Ohio river and connections beyond which already to Nashville, Tenn., to Decatur, Ala., and will soon (by the completion of the North and South Alabama) extend to Montgomery, Ala., and to Mobile and Pensacola on the Gulf.

A traffic of special value, both to the road and to the country, will be the transportation of coal on this line. Besides crossing extensive mines in Vermillion county, it will open the shortest line to the mines of "block coal" in the vicinity of Brazil, Ind., sixteen miles east of Terre Haute. This coal is known to be unexcelled for iron smelting and working, and a cheap supply of it where iron and iron ore can be cheaply obtained will give the opportunity for a great manufacturing business. There are already in and near Brazil a number of smelting furnaces, and they will use a large amount of Lake Superior ore, which this railroad can most readily bring them, while the transportation of coal for manufactures of iron in Chicago and vicinity may be expected to become a heavy traffic. The Danville road can reach this coal by the two lines from Terre Haute which crosses the field, but another, crossing the coal field from north to south, in the direction of its greatest length, is promised, which will intersect the Danville road near Danville, and bring its cars to many new mines by a route shorter than any now existing.

Other feeders to this road are contemplated; One from Lafayette northward, and one from Decatur, via Monticello and Champaign northward, both of which will depend upon it for an outlet to Chicago.

As we said before, the road, important in itself,

is so also as the outlet to a still longer line already made and now giving little business to Chicago. That we shall be able to secure for this city as large a part of the traffic of the line south of Terre Haute as of that north of it is not probable; but with a short and straight line to Southern Indiana, and daily trains, Chicago merchants ought certainly to compete strongly with the Cincinnati and Indianapolis merchants, who have hitherto had the field pretty much to themselves, and even where we cannot sell goods we may buy produce to advantage. The new line will give us access by the shortest possible route to the east side of the Wabash Valley, as the Springfield and Illinois Southeastern has to the west side.—Chicago Railroad Gazette.

Missouri, Kansas and Texas Railroad.

The plans of this road are very extensive. When completed the whole of Missouri and Kansas will have direct communication with the gulf, through the Indian territory. It is expected to open the entire line to Red River by January 1, 1872.

A short time since a large number of the stockholders and directors made a trip over the road from St. Louis to its present terminus, Cabin Creek, a distance of 450 miles, in the Cherokee Nation, thirty miles from Fort Gibson. The cars will run to Gibson, or in that vicinity, within a month. The bridge over the Arkansas is well advanced, and will be completed by September 1st. Trains will run to the south side of the Canadian by November 1st. In a few days the road will be opened to Cat Fish Point, on Pryor's creek, twenty five miles below Big Cabin Station. A contract has been awarded to the company for the transportation of all United States supplies for the forts in the Indian country and Texas. Great herds of cattle, and cotton from Texas, are en route to the southern terminus for transportation to St. Louis. Never did a railroad tap a finer country, or open with better prospects.—Arkansas Gazette.

Texas Pacific Railroad.

AN ACT to incorporate the Texas Pacific Railroad Company, and to aid in the construction of its road and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That John C. Fremont, James L. Alcorn, G. M. Dodge, O. C. French, John D. Caldwell, J. J. Noah, A. C. Osborne, Timothy Hurley, C. C. Pool, Silas N. Martin, John M. Corse, George E. Wentworth, Philip H. Morgan, J. D. Cameron, Marshall O. Roberts, James L. Hodges, John Ray, W. Vermilye, Enoch L. Faucher, Charles F. Livermore, Joseph H. Oglesby, John Whytock, Daniel Drew, F. S. Davis, W. Orton, A. C. Babcock, Thomas A. Scott, Samuel D. Hoffman, H. Ramsdale, William H. Jackson, R. C. Parsons, Delos W. Emmons, M. A. Southworth, John H. Hall, G. C. Kinzey, W. P. Clarke, James Dart, H. Jacobs, L. T. Smith, W. P. Dole, C. A. Weed, A. P. K. Safford, H. McCullough, Charles Jackson, Elisha Dyer, Alfred Anthony, James Hoy, M. W. Benjamin, H. D. Cooke, Joseph R. West, W. S. Huntington, J. M. Tebbetts, C. C. Leondridge, D. D. Porter, M. Woodhull, Hiram Price, M. C. Hunter, W. T. Walters, J. B. Brownlow, T. A. Morris, Owen Tuiler, J. H. Ledlie, R. M. Bishop, Samuel Craighead, D. N. Stanton, Augustus H. Whiting, G. L. Johnston, J. W. Goodland, Powell Clayton, Samuel Tate, W. Bolton, H. Robinson, George Maney, O. H. Bynum, M. Burns, J. C. Goodloe, E. G. Barney, Cyrus Bussey, J. W. Flanagan, G. O'Brien, G. P. Buel, G. H. Gidding, J. J. Newell, E. W. Rice, R. M. Shoemaker, Samuel Sloan, S. W. Morton, J. B. Bowman, L. M. Flournoy, J. J. Hinds, G. B. Weeks, J. T. Ludling, B. C. Gilbert, B. D. Williams,

Thomas Olcott, G. A. Fosdick, Harry Hays, P. S. Forbes, John T. Sprague, L. R. Marsh, A. W. Beckwith, J. C. Stanton, Cyrus H. Baldwin, A. J. Hamilton, Rush R. Sloan, Silas C. Colgrove, Samuel D. Jones, N. H. Decker, William N. Leet, B. F. Allen, J. B. Chaves, Augustus Kountze, John N. Goodwin, Wm. S. Rosecrans, Michael Hahn, H. C. War-mouth, J. S. Williams, G. M. Spencer, L. J. Higby, W. C. Kimball, and all such persons as shall or may be associated with them, and their successors, are hereby created a body politic and corporate in fact and in law, by the name, style, and title of the Texas Pacific Railroad Company, and by that name shall have perpetual succession, and shall be able to sue and be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and use a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point at or near Marshall, county of Harrison, State of Texas; thence by the most direct and eligible route, to be determined by said company, near the thirty second parallel of north latitude, to a point at or near El Paso; thence by the most direct and eligible route, to be selected by said company, through New Mexico and Arizona, to a point on the Rio Colorado, at or near the southeastern boundary of the State of California; thence by the most direct and eligible route to San Diego, California, to ship's channel, in the bay of San Diego, in the State of California, pursuing in the location thereof, as near as may be, the thirty second parallel of north latitude, and is hereby vested with all the Powers, privileges and immunities necessary to carry into effect the purposes of this act.

Section 2. That the persons named in the first section of this act shall constitute a Board of Commissioners (twenty of whom shall constitute a quorum for the transaction of business), to be known as the Texas Pacific Railroad Commissioners, who shall meet in the city of New York within ninety days after the passage of this act, at a time to be designated in a notice to be signed by the person first named in the list of incorporators and six of his associates, and to be published for two weeks in at least one daily newspaper in New York, New Orleans and Washington; and when so met they may cause books to be opened for the subscription of the capital stock of said company, and when twenty thousand shares, amounting to two millions of dollars, shall have been subscribed and ten per centum actually paid thereon, in money, to the treasurer to be elected by said commissioners, who shall give bond for its safe keeping and payment to the treasurer of the company when organized, then it shall be lawful for such subscribers or stockholders, or a majority thereof, to organize said company in accordance with the provisions of this act, and to elect not less than seven nor more than seventeen directors, a majority of whom shall be necessary to the transaction of business, and who shall hold their offices for one year and until their successors shall be elected and qualified; and the said directors shall immediately proceed to elect a president, vice president, secretary and treasurer; the president and vice president shall be directors. At all elections for directors, each share of stock shall be entitled to one vote, which may be given by the holders in person or by proxy, who shall also be a shareholder. The directors shall hold their offices for any term not exceed-

ing three years, as may be provided in the by-laws; and the annual meetings of stockholders shall take place as provided for in said by-laws.

Section 3. That the capital stock of the Texas Pacific Railroad Company shall be fixed by the board of directors, at a sum not exceeding fifty millions of dollars, in shares of one hundred dollars; and when the amount is so fixed, it shall never be increased except by consent of Congress. Assessments upon said stock shall be made by a majority vote of the whole number of directors at a regular meeting, which said assessments shall be paid at the expiration of thirty days after a notice given in one newspaper in each of the cities of Washington, Philadelphia, New York and New Orleans.

Section 4. That the said Texas Pacific Railroad Company shall have power and lawful authority to purchase the stock, land grants, franchises, and appurtenances of, and consolidate on such terms as may be agreed upon between the parties, with any railroad company or companies heretofore chartered by congressional, State, or territorial authority, on the route prescribed in the first section of this act; but no such consolidation shall be with any competing through line of railroads to the Pacific Ocean.

Section 5. That the said company shall have power and authority to make running arrangements with any railroad company or companies heretofore chartered, or that may hereafter be chartered by congressional, State, or territorial authority; also to purchase lands, or to accept donations, or grant of lands, or other property, from states or individuals, for the purpose of aiding in carrying out the object of this company.

Section 6. That the rights, lands, land grants, franchises, privileges, and appurtenances, and property of every description, belonging to each of the consolidated or purchased railroad company or companies, as herein provided, shall vest in and become absolutely the property of the Texas Pacific Railroad Company: *Provided*, That in all contracts made and entered into by said company with any and all other railroad company or companies, to perfect such aforesaid consolidation or purchase, the indebtedness or other legal obligations of said company or companies shall be assumed by the said Texas Pacific Railroad Company as may be agreed upon, and no such consolidation or purchase shall impair any lien which may exist on any of the railroads so consolidated or purchased; but said company shall not assume the debts or obligations of any company with which it may consolidate or purchase as aforesaid, to an amount greater than the cash value of the assets received from the same.

Section 7. That the said Texas Pacific Railroad Company shall have power to make and enforce rules and by-laws for the election of its officers and the government and management of the business of the company, and to do and perform all needful and proper things to be done and performed to promote the objects of the company hereby incorporated, not inconsistent with the laws of the United States and the provisions of this charter.

Section 8. That the right of way through the public land be, and the same is hereby, granted to the said company for the construction of the said railroad and telegraph line, and the right, power, and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber, and other materials for the con-

struction thereof. Said right of way is granted to said company to the extent of two hundred feet in width on each side of said railroad where it may pass over the public lands; and there is also hereby granted to said company grounds for stations, buildings, workshops, wharves, switches, side-tracks, turn-tables, water stations, and such other structures as may be necessary for said railroad, not exceeding forty acres of land at any one point.

Section 9. That for the purpose of aiding in the construction of the railroad and telegraph line herein provided for, there is hereby granted to the said Texas Pacific Railroad Company, its successors and assigns, every alternate section of public land, not mineral, designated by odd numbers, to the amount of twenty alternate sections per mile, on each side of said railroad line, as such line may be adopted by said company, through the Territories of the United States, and ten alternate sections of land per mile on each side of said railroad in California, where the same shall not have been sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached at the time the line of said road is definitely fixed. In case any of said lands shall have been sold, reserved, occupied, or pre-empted, or otherwise disposed of, other lands shall be selected in lieu thereof by said company, under the direction of the Secretary of the Interior, in alternate sections, and designated by odd numbers, not more than ten miles beyond the limits of said alternate sections first above named, and not including the reserved numbers. If, in the too near approach of the said railroad line to the boundary of Mexico, the number of sections of land to which the company is entitled cannot be selected immediately on the line of said railroad, or in lieu of mineral lands excluded from this grant, a like quantity of unoccupied and unappropriated agricultural lands, in odd-numbered sections nearest the line of said railroad, may be selected as above provided; and the word "mineral," where it occurs in this act, shall not be held to include iron or coal: *provided, however*, That no public lands are hereby granted within the State of California further than twenty miles on each side of said road, except to make up deficiencies as aforesaid, and then not to exceed twenty miles from the lands originally granted. The term "ship's channel," as used in this bill, shall not be construed as conveying any greater right to said company to the water-front of San Diego bay than it may acquire by gift, grant, purchase, or otherwise, except the right of way, as herein granted: *And provided further*, That all such lands so granted by this section to said company, which shall not be sold, or otherwise disposed of as provided in this act, within three years after the completion of the entire road, shall be subject to settlement and pre-emption like other lands, at a price to be fixed by and paid to said company, not exceeding an average of two dollars and fifty cents per acre for all the lands herein granted.

Section 10. That when the route of said railroad and telegraph line shall pass through the lands of private persons, or where it may be necessary for said railroad company to take any lands belonging to private persons for any of the purposes herein mentioned necessary to said road, such right of way through or title to such lands shall be secured in accordance with the laws of the State or Territory in which they may be situated.

Section 11. That the Texas Pacific Railroad Company shall have power and authority to issue two kinds of bonds, secured by mortgage,

namely: First, construction bonds; second, land bonds. Construction bonds shall be secured by mortgage, first, on all or any portion of the franchises, road-bed, or track of said railroad, and all the appurtenances thereto belonging, when constructed or in the course of construction, from a point at or near Marshall, to ship's channel, in the bay of San Diego, in the State of California, as aforesaid. Land bonds shall be secured by mortgage, first, on all or any portion of the lands hereby granted in aid of the construction of said railroad as is provided for in this act; second, on lands acquired by any arrangement or purchase or terms of consolidation with any railroad company or companies to whom grants of lands may have been made, or may hereafter be made, by any congressional, State, or territorial authority, or who may have purchased the same previous to any such arrangement or consolidation: *Provided*, That all the mortgages made and executed by said railroad company shall be filed and recorded in the Department of the Interior, which shall be a sufficient evidence of their legal execution, and shall confer all the rights and property of said company as therein expressed: *And provided also*, That the proceeds of the sales of the aforesaid construction and land bonds shall be applied only in the construction, operation, and equipment of the contemplated railroad line: *And provided further*, That said mortgage shall in no wise impair or effect any lien existing on the property of said company or companies at or before the time of such consolidation.

Section 12. That whenever the said company shall complete the first and each succeeding section of twenty consecutive miles of said railroad and put it in running order as a first-class road in all its appointments, it shall be the duty of the Secretary of the Interior to cause patents to be issued conveying to said company the number of sections of land opposite to and coterminous with said completed road to which it shall be entitled for each section so completed. Said company, within two years after the passage of this act, shall designate the general route of its said road, as near as may be, and shall file a map of the same in the Department of the Interior; and when the map is so filed, the Secretary of the Interior, immediately thereafter, shall cause the lands within forty miles on each side of said designated route within the Territories, and twenty miles within the state of California, to be withdrawn from pre-emption, private entry, and sale: *Provided, however*, That the provisions of the act of September, eighteen hundred and forty-one, granting pre-emption rights, and the acts amendatory thereof, and of the act entitled "An act to secure homesteads to actual settlers on the public domain," approved May twenty, eighteen hundred and sixty-two, and the amendments thereto, shall be, and the same are hereby, extended to all other lands of the United States on the line of said road when surveyed, except those hereby granted to said company.

Section 13. That the president of the company shall annually, by the first day of July, make a report and file it with the Secretary of the Interior, which report shall be under oath, exhibiting the financial situation of the company, the amount of money received and expended, and the number of miles of road constructed each year; and further, the names and residences of the stockholders, of the directors, and of all other officers of the company, the amount of stock subscribed, and the amount thereof actually paid in, a description of the lines of road surveyed and fixed upon for con-

struction, the amount received from passengers and for freight, respectively, on the road, a statement of the expenses of said road and its fixtures, and a true statement of the indebtedness of said company and the various kinds thereof.

Section 14. That the certificates of the capital stock must be signed by the president and secretary, and attested by the seal of the company, and shall contain an extract from the proceedings of the board of directors fixing the amount thereof, as well as from this act, authorizing such issue. All the bonds and mortgages issued by said company must be signed by the president and secretary, and attested by seal of said company, and shall contain an extract from the law authorizing them to be issued. The face value of said bonds shall be one thousand dollars in gold, and shall be redeemable at such times, and to bear such rate of interest, payable semi-annually in gold, as may be determined by the directors. The total value of the construction bonds to be issued shall not exceed thirty thousand dollars per mile of said railroad, and the total face value of the land bonds shall not exceed two dollars and fifty cents per acre for all lands mortgaged; the total amount of each to be determined by the board of directors.

Section 15. That all railroads constructed, or that may be hereafter constructed, to intersect said Texas Pacific Railroad, shall have a right to connect with that line; that no discrimination as regards charges for freight or passengers, or in any other matter, shall be made by said Texas Pacific Railroad Company against any of the said connecting roads; but that the same charges per mile as to passengers, and per ton per mile as to freight, passing from the said Texas Pacific Railroad over any of said connecting roads over any part of said Texas Pacific railroad, shall be made by said company as they make for freight and passengers over their own road: *Provided also*, That said connecting roads shall reciprocate said right of connection and equality of charges with said Texas Pacific railroad: *And provided further*, That the rates charged for carrying passengers and freight, per mile, shall not exceed the prices which may be fixed by Congress for carrying passengers and freight on the Union Pacific and Central Pacific railroads.

Section 16. That said railroad shall be constructed of iron or steel rails manufactured from America ore, except such as may have heretofore been contracted for by any railroad company which may be purchased or consolidated with by the company hereby incorporated, as provided by this act.

Section 17. That the said Texas Pacific Railroad Company shall commence the construction of its road simultaneously at San Diego, in the State of California, and from a point at or near Marshall, Texas, as hereinbefore described and so prosecute the same as to have at least fifty consecutive miles of railroad from each of said points complete and in running order within two years after the passage of this act; and to so continue to construct each year thereafter a sufficient number of miles to secure the completion of the whole line from the aforesaid point on the eastern boundary of the State of Texas to the bay of San Diego, in the State of California, as aforesaid, within ten years after the passage of this act; and upon failure to so complete it, Congress may adopt such measures as it may deem necessary and proper to secure its speedy completion.

Section 18. That the President of the United States, upon the completion of the first section of twenty miles, shall appoint one commissioner, whose duty it shall be to examine the various sections of twenty miles as they shall be completed, and report thereon to him in writing; and if, from such report, he be satisfied that said com-

pany has fully completed each section of its road, as in this act provided, he shall direct the Secretary of the Interior to issue patents to said company for the lands it is entitled to under this act, as fast as each section of said road is completed.

Section 19. That the Texas Pacific Railroad Company shall be, and it is hereby, declared to be a military and post road; and for the purpose of insuring the carrying the mails, troops, munitions of war, supplies, and stores of the United States, no act of the company nor any law of any State or Territory shall impede, delay or prevent the said company from performing its obligations to the United States in that regard: *Provided*, That said road shall be subject to the use of the United States for postal, military, and all other governmental services, at fair and reasonable rates of compensation, not to exceed the price paid by private parties for the same kind of service, and government shall at all times have the preference in the use of the same for the purpose aforesaid.

Section 20. That it shall not be lawful for any of the directors, either in their individual capacity or as members of an incorporated or joint stock company, to make any contracts or agreements with the said Texas Pacific Railroad Company for the construction, equipment or running of its road, or to have any interest therein; and all such contracts or agreements are hereby declared null and void, and all money or property received under such contracts or agreements may be recovered back for the benefit of the company by any stockholder.

Section 21. That any railroad company whose route lies across the route of the Texas Pacific railroad may cross the same, and for the purpose of crossing shall have the right to acquire at the double minimum price all lands, whether of the United States or granted by this act, which shall be needed for a right of way two hundred feet wide through said lands, and for depots, stations, side tracks and other needful purposes, not exceeding for such purposes forty acres at any one station.

Section 22. That the New Orleans, Baton Rouge and Vicksburg Railroad Company, chartered by the State of Louisiana, shall have the right to connect by the most eligible route to be selected by said company with the said Texas Pacific railroad at its eastern terminus, and shall have the right of way through the public land to the same extent granted hereby to the said Texas Pacific Railroad Company; and in aid of its construction from New Orleans to Baton Rouge, thence by the way of Alexandria, in said State, to connect with the said Texas Pacific Railroad Company at its eastern terminus there is hereby granted to said company, its successors and assigns, the same number of alternate sections of public lands per mile in the State of Louisiana as are by this act granted in the State of California to said Texas Pacific Railroad Company; and said lands shall be withdrawn from market, selected and patents issued therefor, and opened for settlement and pre-emption, upon the same terms and in the same manner and time as is provided for and required from said Texas Pacific Railroad Company within said State of California: *Provided*, That said company shall complete the whole of said road within five years from the passage of this act.

Section 23. That, for the purpose of connecting the Texas Pacific railroad with the city of San Francisco, the Southern Pacific Railroad Company of California is hereby authorized, (subject to the laws of California,) to construct a line of railroad from a point at or near Tehachapa Pass, by way of Los Angeles, to the Texas Pacific railroad at or near the Colorado river, with the same rights, grants, and privileges, and subject to the same limitations, restrictions, and conditions as were granted to said Southern Pacific Railroad Company of California, by the act of July twenty-seven, eighteen hundred and sixty-six: *Provided, however*, That this section shall in no way affect or impair the rights, present or prospective, of the Atlantic and Pacific Railroad Company or any other railroad company.

Approved March 3, 1871.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	Jul. '71 3	Hartford and New Haven.100	4,796,925	J. A. J. & O.	July '71 3	Portl. Saco & Portsmouth.100	\$1,500,000	J. & D.	Jun. '71 5
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 3	Aug. '70 3	Ports, Gt. Falls & Conway.100	170,000	J. & J.	July '71 5
Atlanta and West Point.100	1,232,204	J. & J.	July '70 4	Do. do. pref.100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.100	5,545,225			Hanover Branch, Pa.50	116,850	M. & N.	May '71 5	Raleigh and Gaston.100			July '71 5
Atlantic & Gt. Western.50	25,879,923			Housatonic.100	820,000			Rensselaer and Saratoga.100	6,000,000	A. & O.	Oct. '70 3
Do. pref.50	1,919,000			Do. pref.100	1,180,000	J. & J.	July '71 4	Richmond and Danville.100	4,000,000		
Atlantic & St. Lawrence.*100	2,494,900	M. & S.	Mar. '71 2	Huntingdon & B'd Top.50	615,950			Richmond and Petersburg.100	847,100		
Augusta and Savannah.100	733,700	J. & J.	Jan. '70 3	Do. pref.50	212,350	J. & J.	Jan. '68 3	Rich. Fred. and Potomac.100	1,041,800		
Baltimore and Ohio.100	13,151,962	A. & O.	Apr. '71 4	Illinois Central.100	25,280,240	J. & J.	Aug. '71 5	Rockport.100	88,400		Nov. '67 2
Do. Washington Br.100	2,560,000	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Ogden.100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger.100	670,000	J. & J.	July '71 4	Jefferson, Mad. & Ind.100	2,000,000	J. & J.	Jan. '68 5	Rutland preferred.100	1,831,400	F. & A.	Feb. '71 2
Bay de Noquet & Marq.100	1,260,000	A. & O.	Apr. '68 3	Joliet and Chicago.*100	1,500,000	J. A. J. & O.	July '71 1	St. L., Alt. and T. Haute.100	2,300,000		
Belvidere Delaware.100	965,800			Joliet & North. Indiana.*100	300,000	J. & J.	July '71 4	Do. " " pref.100	2,040,000	Annual.	June '70 7
Berkshire.100	600,000	J. A. J. & O.	July '71 1	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	St. L., Jack'nv. and Chic'o.100	2,478,750		
Blossburg & Corning.*50	250,000	J. & D.	Jun. '71 2	Do. " " guar.100	633,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati.100	2,089,000		
Boston and Albany.100	19,150,800	M. & N.	May '71 3	Lackawanna & Bloomsb.50	1,335,000			Do. " " pref.100	445,596	M. & N.	May '71 3
Boston and Chelsea.100	110,000	A. & O.	Apr. '71 4	Leeds and Farmington.*50		J. & J.	July '71 3	Sand. Manef. and Newark.100	905,222		
Boston, Concord & Mont.100	469,600			Lehigh and Mahanoy.50	2,158,565	J. & J.	Jan. '67 6	Savannah and Charleston.100	1,000,000		
Do. do. pref.100	1,340,400	M. & N.	May '71 3	Lehigh and Susquehanna.50	8,739,800	M. & N.	M'y. '67 5	Schuylkill and Susqueh'a.50	1,289,150		
Boston and Lowell.50	2,215,000	J. & J.	July '71 4	Lehigh Valley.50	17,716,400	J. A. J. & O.	Apr. '71 2	Second and Third St. (Ph.)50	203,757	J. & J.	July '71 5
Boston and Maine.100	4,471,275	J. & J.	July '71 5	Lehigh Luzerne.50	344,650	J. & J.	Jan. '69 4	Schuylkill Valley.*50	576,050	J. & J.	Jan. '71 2
Boston and Providence.50	3,700,000	J. & D.	June '71 2	Little Miami.*50	3,572,400	M. J. S. D.	June '71 2	Seaboard and Roanoke.100	868,200	M. & N.	Nov. '70 4
Broadway (South Boston)50	400,000	J. A. J. & O.	July '71 2	Little Schuylkill.*50	2,646,100	J. & J.	July '71 3	Second Avenue (N. Y.)100	670,000		July '70 2
Broadway & 7th Av. (N. Y.)100	2,100,000	J. & D.	June '70 3	Lomb. and South St. (Ph.)25	90,000			17th & 19th streets (Ph.)50	130,000		Dec. '70 2
Brooklyn City.100	1,000,000	F. M. A. N.	May '71 3	Long Island.100	8,000,000	F. M. A. N.	Aug. '66 2	Shamokin V. and Pottsv.*50	869,450	F. & A.	Feb. '71 3
Brooklyn City & New'n.100	399,800		July '70 3	Louisv., Cin. and Lex.50	1,623,482	J. & J.	Jul. '69 3	Shore Line.100	636,200	J. & J.	Jul. '71 3
Buffalo, Bradford & Pitta.100	1,100,000			Do. " " pref.100	848,700	J. & J.	Jul. '70 4	Sixth Avenue (N. Y.)100	760,000		
Buff. New York & Erie.*100	960,000	M. & N.	May '71 3	Louisville and Nashville.100	8,680,912	F. & A.	Feb. '71 4	Somerville.100	75,000	M. & N.	May '71 3
Buffalo and Erie.100	6,000,000	F. & A.	Aug. '70 4	Louisv., N. Alb. & Chicago.100	2,800,000			South Carolina.100	5,819,275		
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell and Lawrence.100	200,000	A. & O.	Apr. '71 3	South Shore.100	259,685		Feb. '68 3
Do. pref.100	383,000	March.	Mar. '71 10	Lowell Horse.100	55,830	J. & J.	Jan. '70 3	South Western, Georgia.*100	3,929,900	F. & A.	Feb. '71 4
Cambridge Horse (Boston)100	727,800	A. & O.	Apr. '71 4	Macon and Western.100	2,500,000	J. & J.	July '71 5	Staten Island.100	660,000	J. & J.	Jul. '67 4
Camden and Amboy.100	6,847,800	F. & A.	Feb. '71 5	Mahanoy & B'd Mount.*50	1,676,915			Stony Brook.100	267,300	M. & N.	May '70 3
Camden and Atlantic.50	377,100			Maine Central.100	3,400,500			Stockbridge & Pittsfield.*100	448,700		
Do. pref.50	753,695			Manchester & Lawrence.100	1,000,000	M. & N.	May '71 5	Summit Branch.100	250,000	F. & A.	Feb. '71 3
Camden & Burlington Co.100	331,000		July '69 3	Marietta & Cincinnati.50	2,029,779			Syr., Bingham. and N. Y.100	1,314,130		
Cape Cod.100	915,577	J. & J.	Jul. '71 2	Do. " " 1st pref.50	1,320,718	M. & S.	Sep. '66 3	Taunton Branch.100	400,000	J. & D.	July '71 4
Cape May and Millville.*50	447,000	J. & D.	June '71 3	Do. " " 2d pref.50	4,460,368	M. & S.	Sep. '66 3	Tennessee and Alabama.100	695,922		
Catawba.100	1,159,500			Massachusetts.100	400,000	F. & A.	June '69 3	Terre Haute and Indiana.50	1,988,150	J. & J.	Jan. '71 6
Catawba, pref.100	2,200,000	M. & N.	May '71 3	Memphis and Charleston.100	5,312,725			Third Avenue (N. Y.)100	1,760,000		May '70 2
Cayuga & Susquehanna.50	659,110	J. & J.	July '71 4	Memphis and Ohio.100	670,000			Thirteenth and Fif. (Ph.)50		J. & J.	July '71 2
Cedar Rapids & Mo. pref.100	755,000	M. & N.	May '71 3	Metropolitan (Boston).100	1,250,000	J. & J.	July '71 5	Tol., Peoria and Warsaw.100	2,700,000		
Central of Georgia.100	4,666,300	J. & J.	July '70 5	Michigan Central.100	13,225,848	J. & J.	July '71 6	Do. " " (E. D.) pref.100	1,700,000		January, 1870, 11, 4
Central of New Jersey.100	15,000,000	J. & J.	Dec. '70 2	Middleboro' and Taunton.100	149,029	J. & O.	Dec. '70 2	Do. " " (W. D.) pref.100	1,300,000		
Central Ohio.100	2,425,000	J. & D.	June '71 3	Middlesex (Boston).100	400,000	A. & O.	Apr. '71 3	Tol., Wabash and West.100	14,700,000		
Do. pref.100	400,000	J. & D.	Oct. '71 2	Mill Creek and Minehill.*100	323,375	J. & J.	July '71 5	Do. " " pref.100	1,000,000	M. & N.	May '70 3
Con. Park, N. & E. River.100	970,000			Millville and Glassboro'.100	405,020	F. & A.	Feb. '70 5	Troy and Boston.100	607,111		
Chemung.*100	880,000	J. A. J. & O.	Jan. '70 2	Milw. & St. Paul.100	11,422,604		Dec. '70 7	Troy and Greenbush.*100	274,400	J. & D.	Jun. '71 2
Chesapeake preferred.100	2,085,925	J. & J.	July '71 2	Do. " " pref.100	10,424,903		Dec. '70 7	Union Transport'n (Bos.)100	200,000	M. & N.	Nov. '70 6
Chicago and Alton.100	8,925,500	M. & S.	Mar. '71 5	M. Hill & Schuylk. Haven.50	3,856,450	J. & J.	July '71 3	Union (Phila.)100	291,475	J. & J.	July '71 1
Do. pref.100	2,425,400	M. & S.	Mar. '71 5	Mobile and Ohio.100	4,209,820			Utica and Black River.100	1,066,000	J. & J.	July '70 3
Chicago, Bari. & Quincy.50	16,550,210	M. & S.	Mar. '71 5	Montgomery & W. Point.100	1,644,104	J. & D.	Dec. '67 4	Vermont and Canada.*100	2,500,000	J. & D.	June '71 4
Chicago, Iowa & Nebraska.100	1,000,000	M. & S.	July '71 5	Morris and Essex.*50	11,900,950			Vermont Central.100	6,000,000		
Chicago and Milwaukee.*100	2,227,000			Mt. Carbon & Pt. Carbon.*50	282,350	J. & J.	July '71 4	Vermont and Massachusetts.100	2,800,000	J. & J.	July '71 2
Chicago & N. Western.100	14,676,629	J. & D.	June '71 5	Nashua and Lowell.100	720,000	M. & N.	May '71 5	Vicksburg and Meridian.100	367,408		
Do. pref.100	20,370,293	J. & D.	June '71 5	Nashville & Chattanooga.100	2,056,544			Virginia Central.100	3,353,874		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Apr. '71 4	Naugatuck.100	1,818,000	F. & A.	Dec. '70 5	Virginia and Tennessee.100	3,560,300		
Cin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	New Bedford & Taunton.100	600,000	A. & O.	Apr. '71 4	Western Union.100	2,707,693		
Cincinnati City Passenger.100		J. & J.	Jan. '68 2	New Haven & N. London.100	738,538			West Jersey.100	1,209,000	F. & A.	Dec. '70 5
Do. Street.100		J. & J.	Jan. '68 2	N. Haven & Northampton.100	1,800,000	J. & J.	Jan. '68 3	West Philadelphia.100	249,100	J. & J.	Dec. '70 5
Cin. Sand. & Cleve. pref.50	428,646	M. & N.	May '71 3	New Jersey.100	7,297,200	F. & A.	Feb. '71 5	Wilm. and Weldon.100	1,463,775		
Citizens' Passenger (Phila.)50	192,750	J. & J.	July '71 3	New London Northern.100	1,003,500			Winchester and Potomac.100		J. & J.	Jan. '71 3
Clev. Col. Cin. & Ind.100	11,620,000	F. & A.	Feb. '71 4	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apr. '71 4	Warren.100	1,547,650		
Cleveland & Mahoning.50	2,056,750	M. & N.	May '71 3	Do. " " Certificates.100	44,428,330	A. & O.	Apr. '71 4	Worcester and Nashua.100	1,400,555	J. & J.	July '71 3
Cleveland and Pittsburgh.50	7,494,588	F. M. A. N.	May '71 2	New York and Harlem.100	8,500,000	J. & J.	July '71 4	CANALS.			
Cleveland and Toledo.*50	6,000,000	F. & A.	Feb. '71 4	Do. " " pref.50	1,500,000	J. & J.	July '71 4	Chesapeake and Delaware.50	1,983,593	J. & D.	June '71 3
Columbus and Xenia.*50	1,766,800	M. J. S. D.	June '71 2	New York & New Haven.100	9,000,000	J. & J.	July '71 4	Chesapeake and Ohio.25	8,228,595		
Concord.100	1,500,000	M. & N.	May '71 3	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4	Delaware Division.100	1,633,350	F. & A.	Feb. '71 4
Concord & Ports. guar.100	350,000	J. & J.	July '71 3	Ning. Bridge & Canandaigua.100	1,000,000	J. & J.	July '71 3	Delaware and Hudson.100	10,000,000	F. & A.	Feb. '71 5
Connetquot River.100	2,054,200	F. & A.	Dec. '70 3	Norfolk & Petersburg guar.100	137,500	J. & J.	July '70 3	Delaware and Karitan.100	6,847,677	F. & A.	Feb. '71 5
Cumberland Valley.100	1,746,000	J. & J.	July '71 5	Northern Central.100	4,000,000	M. & N.	May '71 3	Erie of Pennsylvania.100	64,000		
Danbury and Newark.50	400,000	A. & O.	Oct. '70 4	North Eastern (S. C.) pref.100	155,000			Lehigh Coal and Navigat.50	8,739,800	M. & N.	M'y. '67 3
Dayton and Michigan.*100	2,400,000	quarterly	Dec. '70 3	Northern of N. Hampshire.100	8,068,400	J. & D.	Jan. '71 4	Monongahela Navigation.50	728,100	J. & J.	July '70 3
Delaware.*100	1,107,291	J. & J.	Jan. '71 3	North Pennsylvania.100	3,150,150			Morris (consolidated).100	1,025,000	F. & A.	Feb. '67 3
Del. Lackaw. & Western.50	16,277,500	J. & J.	Dec. '70 6	Norwich & Worcester.100	2,364,400	J. & J.	Dec. '70 5	Do. " " (preferred).100	1,175,000	F. & A.	Feb. '71 5
Des Moines Valley.100	1,820,200			Ogden & L. Champlin.100	3,051,800	J. & J.	July '71 3	Pennsylvania.100	4,130,000		
Detroit & Milwaukee.100	452,350			Do. " " pref.100	2,000,000	A. & O.	Apr. '71 4	Schuyl. Navigation (cons.)50	1,908,207	F. & A.	Feb. '67 6
Do. pref.100	2,095,000			Ohio and Mississippi.100	19,995,847			Do. " " (pref.)50	2,878,977	F. & A.	Feb. '67 6
D. Dock, R. B'dw. & Bat.100	1,200,000	F. M. A. N.	May '70 2	Oil Creek & Allegheny R.50	4,024,474	J. & D.	Jun. '71 3	Sueq. and Tide Water.50	2,002,746		
Dubuque and Sioux City.100	6,000,000	J. & J.	June '71 3	Old Colony & Newport.100	4,259,450	J. A. J. & O.	July '71 2	Union.100	2,907,850		
Do. pref.100		J. & J.	June '71 3	Orange and Newark.100	289,550	J. & J.	July '71 3	Do. " " preferred.50			
East Mahanoy.100	392,550	J. & J.	July '71 3	Oswego and Syracuse.50	482,400	F. & A.	Feb. '71 4	W. Branch and Sueq.50	1,100,000	J. & J.	Jan. '65 5
Eastern (Mass.)100	4,062,500	J. & J.	July '71 3	Pacific of Missouri.100	3,711,196			Wyoming Valley.100	800,000	Irregular	Oct. '67 4
Eastern (N. H.)100	492,500	J. & J.	July '71 4	Panama.100	7,000,000	J. A. J. & O.	Jan. '71 3	MISCELLANEOUS.			
East Pennsylvania.100	1,309,200			Patterson and Ramapo.100	248,000	J. & J.	Jan. '71 4	Pacific Mail Steamsh. p.100	20,000,000	F. M. S. D.	Sept. '69 3
East Tenn. Va. and Ga.100	1,969,524	J. A. J. & O.	Jan. '68 4	Patterson and Hudson Riv.100	630,000						

RAILROAD EARNINGS—MONTHLY.

Central Pacific (In gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,663
1868.....	64,463	86,937	81,396	96,481	106,855	164,729	259,590	251,832	262,770	291,422	296,562	342,743	2,300,767
1869.....	212,604	280,503	291,308	485,048	568,270	556,080	532,667	611,854	609,788	579,642	535,366	487,659	5,670,882
1870.....	413,104	394,176	488,333	633,768	768,714	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,613
1871.....	536,498	481,085	580,340	756,250	917,760	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	367,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,665,163
1867.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,082	408,990	426,752	330,102	330,169	3,862,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	555,101	486,196	503,746	409,659	361,701	4,608,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506,623	468,212	397,515	340,851	4,681,663
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,510	475,608	441,197	404,264	4,849,405
1871.....	343,550	340,301	384,372	493,654	466,780	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1863.....	.....	.....	.....	.....	.....	266,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,666
1865.....	482,105	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,693	754,671	547,842	576,460	7,976,490
1866.....	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	774,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1870.....	706,025	753,782	858,359	929,077	1,177,597	1,139,284	1,034,393	1,227,513	1,250,282	1,306,338	1,037,064	.....	.....
1871.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1868.....	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,098,966
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871.....	272,826	266,790	313,199	283,399	281,491	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.....	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,448,827
1863.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,241,028
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	709,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	616,608	606,573	617,682	578,403	747,469	739,736	641,589	643,587	518,083	7,181,208
1866.....	603,053	505,266	505,465	411,605	569,250	567,679	495,226	578,283	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,550	823,901	727,810	613,329	7,160,992
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,907	931,530	685,401	651,041	7,517,629
1869.....	649,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,408	813,413	696,677	8,823,487
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	639,541	565,416	606,845	588,661	695,446	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1866.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,239
1867.....	94,136	78,978	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,276,713
1868.....	91,599	98,482	108,461	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869.....	95,517	91,666	103,558	109,526	111,033	113,648	114,496	129,388	140,473	132,969	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,212	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,415,569
1871.....	130,883	126,224	140,740	118,173	119,650	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1862.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	205,956	322,369	307,474	258,634	2,650,702
1863.....	242,073	245,858	236,453	238,495	236,453	206,221	193,328	215,449	208,168	375,488	339,794	301,186	3,168,066
1864.....	252,435	278,848	348,802	338,276	271,553	266,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	309,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,250,550
1866.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	350,646	429,161	493,640	414,604	308,668	4,250,550
1867.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	300,671	4,600,261
1869.....	384,120	320,636	386,527	411,814	403,646	329,950	329,950	353,569	473,546	490,772	448,419	371,642	4,744,164
1870.....	337,922	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	441,685	470,703	480,47	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1867.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,688,698
1868.....	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6,517,646
1869.....	390,400	420,580	630,844	678,923	586,531	525,547	525,547	734,732	1,040,102	801,135	96,066	7,230,069	7,230,069
1870.....	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,700	327,431	400,150	483,884	662,567	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1869.....	119,721	94,927	136,263	149,184	139,000	150,416	169,149	155,583	231,662	235,513	248,838	203,595	2,024,860
1870.....	213,101	196,207	239,161	269,490	259,000	208,493	196,724	229,090	264,090	235,240	206,836	255,726	2,853,399
1871.....	188,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	.....	.....</									

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Catawissa:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany and Susquehanna:							Cedar Falls and Minnesota:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	86 1/2
Albany City Loan.....	1,000,000	6	May & Nov.	"	1896	....	1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	"	1887	....
2d Mortgage for \$2,000,000.....	2,000,000	7	April & Oct.	"	1885	95	Cedar Rapids and Missouri River:						
3d Mortgage.....	175,000	7	May & Nov.	"	1889	....	1st Mortgage.....	7,000,000	7	April & Oct.	New York.	1894	90 1/2
Allegheny Valley:							Central Branch Union Pacific:						
General Mortgage.....	3,785,000	7 1/2	Jan. & July.	New York.	1896	91	1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
1st Mortgage Eastern Ex.....	59,000	....					2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	'95-'96	....
Bonds to State of Pennsylvania.	3,500,000	....					Central of Georgia:						
Androscoggin:							1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98 1/2
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	Central of New Jersey:						
Atlantic and Great Western:							2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	100
1st Mortgage (New York).....	7*	7*	April & Oct.	London.	1879	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	103 1/2
1st Mortgage (Pennsylvania).....	7*	7*	"	"	1877	....	Central Ohio:						
1st Mortgage (Ohio).....	6,000,000	7*	"	New York.	1876	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	87
1st Mortgage (Franklin Branch)	7*	7*	June & Dec.	London.	1882	....	Central Pacific of California:						
1st Mortgage (Buffalo Extension)	7*	7*	April & Oct.	"	1884	....	1st Mortgage (on 725 m.) free.....	26,010,000	6*	Jan. & July.	New York.	1895	99 1/2
1st Mortgage (Silver Creek Br.)	7*	7*	March & Sept.	"	1884	....	2d Mortgage (paid by Cal.)	1,500,000	7*	"	"	1885	....
2d Mortgage (New York).....	3,000,000	7*	April & Oct.	New York.	1881	....	Convertible bonds.....	1,500,000	7*	"	"	1883	102 1/2
2d Mortgage (Pennsylvania).....	7*	7*	April & Oct.	London.	1882	....	National Loan.....	25,881,000	6	"	"	1895	....
2d Mortgage (Ohio).....	7*	7*	Jan. & July.	"	1883	....	Chesapeake and South Carolina:						
1st Consolidated Mortgage.....	20,000,000	7*	April & Oct.	"	1895	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	....
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18	....	Chesapeake and Ohio (Va. Cent.)						
Income Mortgage.....	8,701,806	7*	"	"	18	....	1st Mortgage for \$15,000,000.....	150,000	7	Jan. & July.	Charleston.	1870	....
Atlantic and Gulf:							Chesapeake and Ohio (Va. Cent.)						
1st Mortgage Consolidated.....	2,000,000	....		New York.	1898	....	1st Mortgage for \$15,000,000.....	6*	May & Nov.	New York.	1900	90	
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund) ..	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	96 1/2
2d Mortgage.....	1,614,500	6	April & Oct.	Portland.	1866	....	Chester Valley:						
2d Mortgage, sterling.....	885,500	6*	May & Nov.	London.	1866	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	51 1/2
Sterling Loan.....	484,000	6*	"	"	1878	....	Chicago and Alton:						
Baltimore and Ohio:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101 1/2
Loan of 1855.....	863,250	6	Jan. & July.	Baltimore.	1875	95 1/2	1st Mortgage.....	2,383,000	7	Jan. & July.	"	1893	104
Loan of 1856.....	579,500	6	"	"	1880	95	Income bonds (2d Mortgage).....	1,087,000	7	April & Oct.	"	1883	93
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95 1/2	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	2,876,000	8	Jan. & July.	New York.	1883	114 1/2
Northwestern Va. R. R. 2d Mort.	458,500	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	140,000	6	"	"	1885	....	2d Mortgage.....	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.....	400,000	7	March & Sept.	New York.	1890	....
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Chicago, Cincinnati and Louisv.:						
Bellefontaine:							1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
1st Mortgage (B. and Ind. R.R.)	651,000	7	Jan. & July.	New York.	'70-'90	....	Chicago and Great Eastern:						
Bellefonte and Snow Shoe:							Construction.....	400,000	7	April & Oct.	New York.	1895	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Income.....	300,000	7	"	"	1895	41
Belvidere Delaware:							Chicago, Danville and Vincennes:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	....	1st Mortgage S. F.....	2,500,000	7*	April & Oct.	New York.	1900	95
2d Mortgage (guar. by C. & A.)	400,000	6	March & Sept.	Princeton.	1885	86	Chicago, Iowa and Nebraska:						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	86	1st Mortgage.....	1,110,000	7	Jan. & July.	New York.	1881	96
Blue Ridge, S. Car.:							Chicago and Milwaukee (45 m.)						
1st Mortgage of \$2,500,000.....	7	Jan. & July.	Charleston.	1898	....		1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	95
Boston and Albany:							Chicago and Northwestern:						
1st Mortgage.....	2,051,820	6*	April & Oct.	London.	'99-'71	....	Prof. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	100
Dollar Loan.....	798,000	6	"	Boston.	1875	....	Funded Coupons.....	755,000	7	May & Nov.	"	1883	94
Boston, Clinton and Fitchburg.							General 1st Mortgage.....	3,692,500	7	Feb. & Aug.	"	1885	99
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	84
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	87 1/2
1st Mort. (Conc. to War. 71 m.)	204,000	7	Feb. & Aug.	New York.	1865	94 1/2	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	99 1/2	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	138,000	6	"	"	1878	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	89 1/2	Consolidated sinking fund bonds	2,077,000	7	F. M. A. & N.	"	1915	....
Boston, Hartford and Erie:							Equipment Bonds.....	825,000	10	May & Nov.	"	'68-'71	93
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	55	1st Mort. (Gal. & Chic. U. R. R.)	1,807,000	7	Feb. & Aug.	"	1882	99
1st Mortgage (new) for \$20,000,000	7	Jan. & July.	Boston.	1899	26 1/2	....	2d Mort. (Gal. & Chic. U. R. R.)	985,000	7	May & Nov.	"	1875	95
Boston and Lowell:							1st Mortgage (Peninsula R.R.)	855,000	7	March & Sept.	"	1898	92
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R.W. 85 m.)	1,129,000	7	Jan. & July.	"	1898	....
Scrip certificates.....	366,000	3	April & Oct.	"	1873	96 1/2	1st Mortgage (Beloit & Mad. R.)	354,000	7	"	"	1888	....
Wharf purchase bonds.....	200,000	6	"	"	1879	99 1/2	Chicago, Rock Island and Pacific:						
Buffalo, Bradford and Pittsburg:							1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mort. (C. R. I. and P. R. R.)	7,376,000	7	"	"	1895	100 1/2
Buffalo, Corry and Pittsburg:							Chillicothe and Brunswick:						
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1894	82 1/2
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	89	2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	80
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	"	1873	....	3d Mortgage.....	500,000	6	Jan. & July.	"	1885	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	"	1882	....	New Mortgage.....	282,000	7	"	"	1877	....
Co. bonds (Erie and Northeast)	300,000	7	March & Sept.	"	1886	....	Cincinnati and Indiana:						
Buffalo, New York and Erie:							1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92	2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	80 1/2
2d Mortgage.....	380,000	7	May & Nov.	"	1872	83 1/2	Cincinnati and Indianapolis Junc:						
Burlington, Cedar Rapids & Minn.							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
1st Mortgage.....	3,500,000	7*	May & Nov.	New York.	1919	90	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
Burlington and Missouri River:							1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....
Land Grant Mortgage.....	4,696,608	7	April & Oct.	New York.	1893	98	Cincinnati and Martinsville:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1874	95	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	100
2d Mortgage.....	1,000,000	7	" "	" "	1880		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	95	3d Mortgage.....	6,000,000	7	" "	" "	1883	93
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1890	89
1st Mort. (Junc. R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	83
1st Mort. (Junc. R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	...
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	102	Sterling Loan \$200,000.....	4,844,444	6*	March & Sept.	London.	1875	...
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	" "	1886	95	Erie and Pittsburg:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888	...	2d Mortgage.....	700,000	7	April & Oct.	" "	1875	...
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	...
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	87	Kvansville and Crawfordville:						
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909	72	1st Mortgage of 1852.....	350,000	7	Jan. & July.	New York.	1869	...
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	...
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	...	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	...
Income Bonds.....	1,243,000	7	" "	" "	1881	...	Fall River, Warren & Providence:						
Columbus and Hocking Valley:							1st Mortgage.....	200,000	7	" & "	Providence.	18—	...
1st Mortgage.....	1,498,000	7	April & Oct.	New York.	1897	...	Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" & "	Princeton.	18—	...
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" & "	New York.	18—	...
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	94	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	1876-77	101	1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	101
Connecticut River:							2d Mortgage.....	1,985,000	7	May & Nov.	" "	1875	97
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1873	100	Georgia:						
Connecting:							Bonds.....	592,000	7	J. & J.	Augusta.	70-75	...
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87	Grand Rapids and Indiana:						
Cumberland and Pennsylvania:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891	...	Grand River Valley:						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885	...	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	New York.	1886	...
Cumberland Valley:							Grand Trunk (Can.):						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...
2d Mortgage.....	109,500	8	" "	" "	1904	...	2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	...
Danbury and Norwalk:							3d Preference Stock.....	3,414,094	4*	" "	" "	18—	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	100	4th Preference Stock.....	25,592,860	4*	" "	" "	18—	...
Danv., Urbana, Blooming & Pekin:							Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	...
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	...
Dayton and Michigan:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,802,000	7	Jan. & July.	New York.	1881	...	Government Loan \$573,688.....	2,782,387	6*	" & "	Ottawa.	...	...
2d Mortgage.....	642,000	7	March & Sept.	" "	1884	...	Mortgage Bonds \$615,200.....	2,983,720	6*	" & "	London.	73-76	...
3d Mortgage.....	700,000	7	April & Oct.	" "	1888	...	Mortgage Bonds \$547,000.....	2,652,950	6*	" & "	" "	77-78	...
Dayton and Union:							Stock Debentures \$46,700.....	226,500	5*	" & "	" "	irred.	...
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	Great Western of Illinois:						
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...	1st Mortgage (W. Div.).....	707,000	10	April & Oct.	New York.	1868	105
Income Bonds.....	252,445	6	" "	" "	1879	...	1st Mortgage (E. Div.).....	22,000	7	Feb. & Aug.	" "	1888	...
Dayton and Western:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	94
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905	...	Greenville and Columbia:						
Delaware:							1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	...	Hannibal and St. Joseph:						
Guaranteed Bonds.....	100,000	6	" "	" "	1875	...	Land Mortgage.....	1,450,000	7	April & Oct.	New York.	1881	...
State Loan.....	170,000	6	" "	" "	1876	...	Convertible bonds.....	50,000	7	Jan. & July.	" "	1883	...
Extension Mortgage.....	100,000	6	" "	" "	1880	...	Eight per cent. Loan.....	1,834,000	8	" "	" "	1874	...
Delaware, Lackawanna & Western:							Ten per cent. Loan.....	904,000	10	" "	" "	1872	...
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	96	Mort. bonds conv. tax free.....	1,200,000	8	" "	" "	1885	104
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	100	1st Mort. (Quincy and Palmyra).	500,000	8	" & "	" "	18—	...
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	97	1st Mort. (Kan. City & Cameron)	1,200,000	10	" & "	" "	1891	109
Des Moines Valley:							Harrisburg and Lancaster:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mortgage guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	96
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	...	Hartford and New Haven:						
Detroit and Milwaukee:							1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	Hartford, Providence and Fishkill:						
2d Mortgage.....	1,000,000	8	" "	" "	1875	...	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	...
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	...	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	...	Hempfield:						
Bonds of June 30, 1886, (cond.)	1,861,639	6	" "	" "	1886	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	...
Detroit, Mon. & Tol. (M.S. & N.L.)							Housatonic:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	96	1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	...
Detroit and Pontiac (Det. & Mil.):							2d Mortgage.....	100,000	7	" "	" "	1885	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878	...	Houston and Texas Central:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878	...	1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	...
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	...	Hudson River:						
Dubuque and Sioux City:							2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	New York.	1885	1-3
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	96	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (construction).....	660,000	7	" "	" "	1894	...	Huntington and Broad Top Mt.:						
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	100
Dubuque Southwestern:							2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	85
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	46
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	...	Illinois Central:						
East Brandywine & Waynesburg:							Construction.....	3,187,500	7	April & Oct.	New York.	1875	106
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882	...	Construction.....	332,000	6	" "	" "	1875	...
East Pennsylvania:							Redemption.....	2,500,500	6*	" "	" "	1890	...
1st Mortgage, Sinking Fund.....	506,900	7	April & Oct.	Philadelphia.	1888	101	Redemption, sterling.....	2,500,000	6*	" "	London.	1875	...
East Tennessee and Georgia:							Illinois and Southern Iowa:						
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
Tennessee Loan (1866).....	430,277	6	" "	" "	1888	...	Indianapolis, Cin. and Lafayette:						
Mortgage (old).....	640,000	6	" "	" "	1880	...	1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	82
Mortgage (new).....	136,400	7	" "	" "	1880	...	1st Mortgage (Ind. and Cin.)...	500,000	7	April & Oct.	" "	1888	...
East Tennessee and Virginia:							Indianapolis, Crawfordsv. & Danv.:						
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	...
Tennessee Loan (1866).....	600,000	6	" "	" "	1898	...	Indianapolis and Madison:						
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—	...	1st Mortgage.....	397,000	7	May & Nov.	New York.	1881	...
Eastern:							Iowa River:						
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72	...	1st Mortgage (Eldora R. R.)...	272,000	7	Jan. & July.	New York.	1888	...
2d Mortgage (conv. sterling)...	420,000	5*	Jan. & July.	London.	1872	...	Jackson, Lansing and Saginaw:						
2d Mortgage, convertible.....	73,000	6	Feb. & Aug.	Boston.	1874	96	1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96
1st Mortgage (Essex Railroad)...	214,000	6	Jan. & July.	" "	1876	96	Jeffersonville (J. M. & L.):						
Bonds of 1868.....	500,000	6	March & Sept.	" "	1880	97	2d Mortgage.....	345,000	7	April & Oct.	New York.	1873	...
Edgely and Kentucky:							Jeffersonville, Madison & Indian:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage.....	2,107,000	7	April & Oct.	New York.	1906	82
Elmira and Williamsport:							2d Mortgage.....	2,000,000	7	" "	" "	75	...
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	Joliet and Chicago:						
Income Bonds.....	570,000	5	April & Oct.	" "	1872	60	1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	110
European and North American:							Joliet and Northern Indiana:						
1st Mortgage (Banger to Winn.)	1,000,000	6*	Jan. & July.	London.	1888	...	1st Mortgage, guaranteed.....	800,000	5	Jan. & July.	New York.	1874	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies 'Payable in Coin.'

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Junction, Philadelphia:							Mobile and Montgomery:						
1st Mortgage, guaranteed.....	800,000	8	April & Oct.	Philadelphia.	1896	89	1st Mortgage for \$2,500,000.....	\$.....	8*	May & Nov.	New York.	1900	95
Kentucky Central:							Mobile and Ohio:						
1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1873	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	1st Mortgage, Sterling.....	4,593,000	8*	"	Mobile.	1882	77
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Kookuk and St. Paul:							Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1867	....
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	99 1/2	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Charleston:							Interest bonds.....	697,900	8	"	Mobile.	1882	72
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Montgomery and Eufala:						
Knoxville and Kentucky:							1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and West Point:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
Lackawanna and Bloomsburg:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Mortgage Bonds.....	719,500	8	"	"	1881	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Morris and Essex:						
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1915	104
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	100
Lake Erie and Louisville:							Nashville and Chattanooga:						
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	1890	....
Lawrence:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage.....	360,000	7	"	Pittsburg.	1886	....	Tenn. Coupons Funded.....	426,270	6	"	"	1892	....
Lehigh and Lackawanna:							Nashville and Decatur:						
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	....	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
Lehigh Valley:							Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
1st Mort. (exchangeable for new)	1,089,000	6	May & Nov.	Philadelphia.	1873	100	2d Mortgage.....	500,000	6	"	New York.	1887	....
New Mortgage, free of taxes....	3,350,000	6	June & Dec.	"	1898	95 1/2	Nashville and Northwestern:						
1st Mortgage (Hazleton).....	134,500	6	April & Oct.	"	1872	94 1/2	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Little Miami:							2d Mortgage.....	792,050	6	"	"	'71-'83	....
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....	Naugatuck:						
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1876	....
Little Rock and Fort Smith:							Newark and New York:						
1st Mortgage for \$3,500,000.....	6*	.....	.....	Boston	....	....	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Little Schuylkill:							Newburg & New York (Oct. 1, '85):						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	100 1/2	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Long Island:							New Bedford and Taunton:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	New Brunswick and Canada:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville, Clinch. and Lexington:							Newcastle and Beaver Valley:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85 1/2	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage.....	1,000,000	8	April & Oct.	"	1897	85	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
Louisville and Frankfort:							New Haven and Darby:						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan.....	100,000	6	"	"	1881	....	New Haven and Northampton:						
Louisville and Nashville:							1st Mortgage.....	1,000,000	7	Jan. & July.	New Haven.	1899	....
1st Mortgage, Main Stem.....	1,424,000	7	Jan. & July.	New York.	'60-'77	95	Convertible bonds.....	400,000	6	April & Oct.	"	1890	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Jersey:						
1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
1st Mort. Lebanon Branch Ext.	58,000	7	May & Nov.	"	'80-'85	92	New London Northern:						
Louisville Loan, Main Stem.....	549,000	6	April & Oct.	"	'86-'87	....	1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
Louisville Loan, Lebanon Br...	225,000	6	May & Nov.	"	1886	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Louisville Loan, Leb. Br. Ext....	333,000	6	April & Oct.	"	1893	....	New Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolid. 1st mort. for \$3,000,000	2,000,000	7	"	"	1898	89 1/2	N. Orleans, Jackson & Gt. North.						
Louisville, N. Albany & Chicago:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	....
Macon and Brunswick:							N. Orleans, Opelousas & Gt. Wm:						
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mort. construction (80 m.)..	1,842,000	8	April & Oct.	New York.	1889	....
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80m.)	.....	8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,936,626	6	May & Nov.	New York.	1883	91 1/2
\$1,100,000 Loan.....	1,095,600	6*	Feb. & Aug.	Boston.	'90-'91	90	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	103
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	"	"	1883	91 1/2
Marietta and Cincinnati:							Bonds and mortgages.....	22,800	7	various.	"	var.	86
1st Mortgage.....	2,454,528	7	Feb. & Aug.	Baltimore.	1891	98	Convertible bonds.....	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage, Sterling.....	1,050,000	7*	"	London.	1891	....	Renewal bonds of 1888.....	2,900,000	6	June & Dec.	"	1897	92
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	84 1/2	New York and Flushing:						
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,817,937	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1883.....	3,000,000	7	May & Nov.	New York.	1873	....
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	....	Consolidated mortgage of 1863.	1,797,000	7	Feb. & Aug.	"	1893	102
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis and Little Rock:							1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	101
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	New York, Providence & Boston:						
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	96
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage, dollars, convertible	4,000	8	March & Sept.	New York.	1869	....	1st Mortgage.....	303,000	8	"	"	1877	....
1st Mortgage, dollars, convertible	567,000	8	April & Oct.	"	1882	....	2d Mortgage for \$300,000.....	43,000	8	"	Norfolk.	1872	....
Consol. Sinking Fund Mortgage	2,591,500	8	"	"	1882	119	North Eastern:						
Michigan Southern & North. Ind.:							1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	....
1st Mortgage, Sinking Fund....	6,728,000	7	May & Nov.	New York.	1885	102	2d Mortgage for \$300,000.....	145,000	7	"	"	1868	....
2d Mortgage.....	2,693,000	7	Feb. & Aug.	"	1877	97	North Missouri:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	97	1st Mortgage of 1865.....	6,000,000	7	Jan. & July.	New York.	1895	89
Mifflin and Centre County:							2d Mortgage of 1868.....	4,000,000	7	April & Oct.	"	1888	86
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	North Pennsylvania:						
Milwaukee & Chicago, (40 miles):							1st Mortgage.....	2,500,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	187								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	90
New Loan for \$800,000.....	8				1887	....	Consolidated Bonds.....	300,000	6	"	"	1895	....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) sfg fund	400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
Construction bonds.....	124,500	7	"	"	1877	....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	99
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	102	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	86	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	93	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	94
Consolidated Mort. sterling.....	83,420	....	"	London.	1898	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	....
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds..	153,000	7	May & Nov.	"	1876	....
1st Mortgage.....	3,170,000	7	May & Nov.	Philadelphia.	1897	85	Platteville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	96	1st Mortgage.....	525,000	10	"	"	1894	....
Company Bonds.....	458,000	6	April & Oct.	"	1875	97	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	104	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	....
Orange, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	78	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	85
3d Mort. " " "	573,500	6	May & Nov.	Richmond.	1873	84	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	6	March & Sept.	Alexandria.	1880	78	1st Mortgage, S. F. (68 m.)....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	79	2d Mortgage.....	250,000	7	"	"	1888	....
Va. State Loan.....	249,962	6	"	"	1887	....	Equipment Bonds, convertible..	296,000	7	"	"	1876	....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
1st Mort. guar. by R. W. & O..	320,000	7	May & Nov.	New York.	1916	....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	76
2d Mortgage.....	375,000	7	"	"	1885	....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	100	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
St. Louis Loan.....	700,000	6	"	"	'71-'73	97	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	....
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'75-'90	....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'75-'90	75
1st Mortgage, Sterling.....	93,847	7	April & Oct.	London.	1875	....	Rich., Frederickburg & Potomac:						
2d Mortgage, Sterling.....	740,959	7	Feb. & Aug.	"	1872	....	Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	....
General Mortgage, Sterling.....	2,899,330	7	April & Oct.	"	1897	....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1875	....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	....
1st Mortgage endorsed.....	160,000	7	"	New York.	1877	....	Richmond and York River:						
Peninsular (Michigan):							1st Mortgage.....	600,000	8	"	New York.	18—	....
1st Mortgage for \$16,000 per m..	855,000	7	May & Nov.	N. Y. & Lond.	1899	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'70	....
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101	Rockford, R. Island & St. Louis:						
2d Mort. (Harrisb. to Pittab.)	2,583,000	6	April & Oct.	"	1875	101	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg.	2,283,840	6	"	London.	1875	99	Rock Island and Peoria:						
General Mortgage.....	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	90	1st Mortgage.....	1,384,000	7	"	New York	18—	....
State lien on whole property...	5,924,717	6	April & Oct.	Harrisburg.	1890	....	Rome, Watertown & Ogdensb.:						
Short Bonds and Debentures.....	1,109,224	6	J. A. J. & O.	Philadelphia.	'69-'71	101	1st Mortgage, Sinking Fund....	571,000	7	June & Dec.	New York.	1891	103
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	....
1st Mortgage guaranteed.....	2,697,000	7	June & Dec.	Philadelphia.	18—	96	1st Mort. (Cotsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	200
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	55
2d Mortgage.....	255,000	8	"	"	18—	....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107
Perkiomen:							1st Mortgage (in Iowa 52 m.)...	150,000	10	"	"	1893	....
1st Mortgage.....	255,000	6	"	Philadelphia.	18—	80	2d Mortgage (").....	500,000	7	"	"	1882	80
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	"	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	102
Philadelphia and Baltimore Cent:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	78
1st Mortgage (General).....	5,000,000	6	"	"	1881	93	St. Louis and Iron Mountain:						
2d Mortgage.....	4,000,000	6	"	"	1901	82	1st Mortgage for \$4,000,000....	3,000,000	7	Feb. & Aug.	New York.	1892	94
3d Mortgage for \$3,000,000....	600,000	7	Jan. & July.	"	1885	88	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.							1st Mortgage (\$15,000 per mile)..	2,365,000	7	April & Oct.	New York.	1884	94
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1870.....	2,625,000	7	Jan. & July.	Philadelphia.	1890	100	1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....
Bonds of 1861.....	100,000	6	Jan. & July.	"	1871	....	St. Louis, Vandalia & T. Haute:						
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	97	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
Bonds of 1867, convertible.....	143,500	6	"	"	1886	98	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	....
Bonds of 1836, Sterling.....	182,400	5	"	London.	1880	98	St. Paul and Chicago:						
Bonds of 1836, Sterling, conv....	288,000	7	"	"	'72-'77	....	1st Mort. S.F. guar. for \$4,000,000						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	....	Consolidated Mort.—1st class ..	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	....
Selma and Meridian:							" " 2d class...	850,000	7	" " or	"	1890	....
1st Mortgage.....	79,875	....	— & —	— & —	....	....	" " 3d class...	154,000	7	Jan. & Jul.	"	1890	....
2d Mortgage.....	52,000	....	— & —	— & —	....	....	" " 4th class...	1,265,000	7	"	"	1890	....
3d Mortgage.....	665,000	....	— & —	— & —	....	....	Virginia and Tennessee:						
Selma, Rome and Dalton:							1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	89
1st Mort. (Ala. and Tenn. River)	838,900	7	Jan. & July.	New York.	1872	....	2d Mortgage.....	25,500	6	" " "	"	1868	77½
2d Mort. (Ala. and Tenn. River)	241,100	8	" " "	"	1864	....	3d Mortgage (Enlarged).....	990,000	6	" " "	"	1884	....
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	....	Income Bonds.....	138,500	6	" " "	"	1865	....
Shamokin Valley and Pottsville:							Funding Bonds (\$1,000,000).....	736,000	8	" " "	"	1890	89
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	Warren:						
Shenandoah and Fond Lac:							1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	....	Warwick Valley:						
Sioux City and Pacific:							1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	....	Western Alabama:						
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	....	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	....
Somerset and Kennebec:							West Wisconsin:						
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	....	1st Mort. Land Grant, stg. conv	1,000,000	7*	Jan. & July.	London.	1884	....
2d Mortgage.....	250,000	6	" " "	"	1876	....	West Chester and Philadelphia:						
Shore Line (N. H. & N. L.):							1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	98
1st Mortgage, reconstruction ...	55,000	7	March & Sept.	New Haven.	1880	....	2d Mortgage, registered.....	1,000,000	8	April & Oct.	"	1878	....
South Carolina:							West Jersey:						
Sterling Bonds £452,912½.....	2,612,944	5*	Jan. & July.	London.	'71-'85	....	Loan of 1883 for \$400,000.....	400,000	6	March & Sept.	Philadelphia.	1883	94
Sterling Bonds £59,031½.....	262,566	5*	" " "	Charleston.	'71-'85	....	Loan of 1896 for \$1,000,000.....	985,500	6	Jan. & July.	"	1896	....
Domestic Bonds.....	418,016	6	" " "	"	'73-'74	....	Consolidated mort. for \$1,000,000	317,500	7	April & Oct.	"	1899	102
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	....	Western (Boston and Albany).						
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	....	Sterling Loans, £899,900.....	2,061,520	5*	April & Oct.	London.	'69-'71	....
South and North Alabama:							Dollar Bonds.....	798,000	6	" " "	Boston.	1875	101½
1st Mort. (\$16,000 p.m.) endorsed		8	— & —	New York.	1889	....	Western Maryland:						
South Shore:							1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	90
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	1st Mortgage unendorsed.....	400,000	6	" " "	"	1890	78½
South Side, Va.:							2d Mort. for \$500,000, end. by B.	300,000	6	" " "	"	1890	94
2d Mort., guar. by Petersburg ..	300,000	6	Jan. & July.	Petersburg.	'70-'75	....	2d M. for \$300,000, end. by W.Co.	300,000	6	" " "	"	1890	87
3d Mort. (for City Point R. R.)...	175,000	6	" " "	"	'65-'68	....	New Preferred mortgage.....	600,000	6	" " "	"	1890	93
4th Mortgage.....	317,000	6	" " "	"	'70-'72	....	Western Pacific:						
Consol. Mortgage.....		8	" " "	New York.	'84-'90	....	1st Mortgage.....	2,735,000	6*	May & Nov.	New York.	1899	....
South Side, L. I.:							Government Lien.....	1,970,000	6	" " "	"	1899	....
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	89½	Western Pennsylvania:						
South Western:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	1883	82
1st Mortgage.....	690,500	8	various.	Macon.	'75-'85	....	Western Union:						
South West Pacific:							1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	....
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....	Whitehall and Plattsburg:						
Southern Minnesota:							1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	....
1st Mort. (10-20 yrs) \$20,000 p.m.		8	Jan. & July.	New York.	1888	....	Wicomico and Pocomoke:						
Springfield and Columbus:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	....	Wilm., Charlotte & Rutherford:						
Staten Island:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....	1st Mortgage guar. by State.....		8	" " "	"	1897	64½
Sterling Mountain:							Wilmington and Manchester:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	....
Sullivan:							2d Mortgage, 2d pref.....	146,000	7	" " "	"	1886	....
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....	1st Mortgage, 3d pref.....	528,000	7	" " "	"	1886	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....	2d Mortgage.....	80,000	7	May & Nov.	"	1873	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	....
Summit Branch:							2d Mortgage, Sterling.....	197,777	7	May & Nov.	"	1886	....
1st Mortgage.....	528,000	6	— & —	Philadelphia.	1876	86½	Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	93½
Sussex:							York and Cumberland (N. Cent.)						
1st Mortgage.....	200,000	6	— & —	New York.	18—	....	3d Mortgage.....	500,000	6	May & Nov.	Baltimore.	1877	....
Tioga:							CANAL BONDS.						
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	98	Chesapeake and Delaware:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	97½
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	89½	Chesapeake and Ohio:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	89	State (Md.) loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	78	Sterling, guaranteed.....	4,375,000	5*	" " "	London.	1890	....
Toledo, Wabash and Western:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1886	....
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	96½	Delaware Division:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" " "	"	1890	90	1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	85
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	"	1878	90	Delaware and Hudson:						
2d Mort. (Wab. & West. 167 m.)...	1,500,000	7	" " "	"	1871	82	1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
Equipm't Bonds (T. & W. 75m.)...	600,000	7	" " "	"	1883	99	1st Mortgage, guaranteed.....	1,500,000	7	May & Nov.	"	1877	....
Consol. M. (T., W. & W. 499 m.)...	2,700,000	7	F. M. A. & N.	"	1907	....	Delaware and Raritan (See Cam						
Troy and Boston:							den and						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Erie of Pennsylvania:						
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1866	....
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Interest Bonds.....	161,960	7	" " "	"	18—	....
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	....	Lehigh Coal and Navigation:						
Troy Union:							1st Loan.....	136,912	6	J. A. J. & O.	Philadelphia.	1870	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	2d Loan.....	5,606,100	6	" " "	"	1884	88½
2d Mortgage, guaranteed.....	360,000	6	" " "	"	1878	....	3d Loan.....	2,000,000	6	" " "	"	1897	91½
Union Pacific:							Gold Loan.....	2,000,000	6*	" " "	"	1894	....
1st Mortgage, free.....	27,237,000	6*	Jan. & July.	N. Y. & Boston	'95-'99	89½	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	90
2d Mortgage (Gov. subsidy)....	27,236,512	6	" " "	"	'95-'99	89½	Convertible Loan.....	1,496,879	6	" " "	"	1877	86½
Land Grant bonds for 16,000,000	9,856,000	7	April & Oct.	N. Y. & Boston	'87-'89	85½	Monongahela Navigation:						
Income bonds.....	10,000,000	10	Mar. & Sept.	Boston.	'72-'74	83½	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
Union Pacific—Central Branch:							2d Mortgage.....	57,000	6	" " "	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Morris (and Banking):						
2d Mortgage (Gov. subsidy)....	1,600,000	6	Jan. & July.	"	1896	....	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	92½
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	" " "	"	1876	86
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Boat Loan.....	232,087	6	" " "	"	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	....	North Branch:						
2d Mortgage (Gov. subsidy)....	6,303,000	6	Jan. & July.	"	'96-'97	....	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	....	Schuylkill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	....	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	79½
Income bonds \$1,000 p. m.	4,275,350	7	June 1, '71.	"	1916	....	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	80
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	84
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	88	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	" " "	Philadelphia.	1891	43	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	101½	Coupon Bonds.....	1,250,000	6	" " "	Baltimore.	1878	6 2½
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	" " "	"	1894	....
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	11 ½
1st Mortgage.....	386,000	7	April & Oct.	New York.	1890	....	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	" " "	Boston.	1890	....	1st Mortgage, sinking fund.....	750,000	6	Jan. & July.	Philadelphia.	1878	....
Mortgage.....	293,300	7	" " "	New York.	1889	....	Wyoming Valley:						
							1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1878	....

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

AN asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "§."

[illegible]

Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939	2940	2941	2942	2943	2944	2945	2946	2947	2948	2949	2950	2951	2952	2953	2954	2955	2956	2957	2958	2959	2960	2961	2962	2963	2964	2965	2966	2967	2968	2969	2970	2971	2972	2973	2974	2975	2976	2977	2978	2979	2980	2981	2982	2983	2984	2985	2986	2987	2988	2989	2990	2991	2992	2993	2994	2995	2996	2997	2998	2999	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019	3020	3021	3022	3023	3024	3025	3026	3027	3028	3029	3030	3031	3032	3033	3034	3035	3036	3037	3038	3039	3040	3041	3042	3043	3044	3045	3046	3047	3048	3049	3050	3051	3052	3053	3054	3055	3056	3057	3058	3059	3060	3061	3062	3063	3064	3065	3066	3067	3068	3069	3070	3071	3072	3073	3074	3075	3076	3077	3078	3079	3080	3081	3082	3083	3084	3085	3086	3087	3088	3089	3090	3091	3092	3093	3094	3095	3096	3097	3098	3099	3100	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118	3119	3120	3121	3122	3123	3124	3125	3126	3127	3128	3129	3130	3131	3132	3133	3134	3135	3136	3137	3138	3139	3140	3141	3142	3143	3144	3145	3146	3147	3148	3149	3150	3151	3152	3153	3154	3155	3156	3157	3158	3159	3160	3161	3162	3163	3164	3165	3166	3167	3168	3169	3170	3171	3172	3173	3174	3175	3176	3177	3178	3179	3180	3181	3182	3183	3184	3185	3186	3187	3188	3189	3190	3191	3192	3193	3194	3195	3196	3197	3198	3199	3200	3201	3202	3203	3204	3205	3206	3207	3208	3209	3210	3211	3212	3213	3214	3215	3216	3217	3218	3219	3220	3221	3222	3223	3224	3225	3226	3227	3228	3229	3230	3231	3232	3233	3234	3235	3236	3237	3238	3239	3240	3241	3242	3243	3244	3245	3246	3247	3248	3249	3250	3251	3252	3253	3254	3255	3256	3257	3258	3259	3260	3261
---------------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

the asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." The words "Land Grant Railroads" are distinguished by a "T."

Abstract of General Balance Sheet.																				
Property and Assets.										Liabilities.				Operations.			Earnings.			
Years ending.	Railroad.		Rolling Stock.		Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Freight.	Gross.	Net.	Dividends.	Market.	Value of Shares.
	Main Line.	Branch Line.	Engines.	Cars.									Passengers.	Tons.						
Dec. 31, 1899	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1899	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1899	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1899	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1898	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1898	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1898	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1898	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1897	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1897	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1897	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1897	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1896	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1896	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1896	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1896	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1895	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1895	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1895	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1895	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1894	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1894	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1894	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1894	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1893	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1893	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1893	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1893	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1892	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1892	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1892	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1892	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1891	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1891	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1891	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1891	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1890	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1890	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1890	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1890	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1889	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1889	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1889	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1889	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1888	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1888	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1888	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1888	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Dec. 31, 1887	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
Sept. 30, 1887	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
June 30, 1887	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100
March 31, 1887	68.0	13.0	6.4	6.4	1,340,882	1,340,882	761,296	547,580	125,000	150,000	68.0	68.0	2,919,240	2,919,240	21,762	61,400	21,762	100	100	100</

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horse and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.	Earnings.	Value of Shares.
	m.	No.	No.						
						Bonded Debt.	Floating Debt.	Gross.	Net.
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000	87,081	22,598
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000	1,136	2,654	557
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500		12,733	1,886
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	1,975,049	900,000	694,000	480,046	6
Sept. 30, '70	22.00	412	53	Bleecker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000		316,259	54,828
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	41,000	41,000		4,400	4,004
Sept. 30, '70	2.75			Boston & West Roxbury. Mass.	315,320	200,000	100,000	150,876	26,876
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)..... N.Y.	583,894	1,500,000	100,000	707,983	242,248
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	180,855	170,000	80,000	35,842	8,514
Sept. 30, '70	7.00		28	Brooklyn, Bath & Coney I. N.Y.	2,032,878	300,000	156,350	115,633	12.0
Sept. 30, '70	72.00	1412	297	Brooklyn City..... N.Y.	685,864	300,000	379,000	166,955	24,058
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. Pt. & P.P. N.Y.	600,000	600,000	24,048	150,922	23,653
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown. N.Y.	108,000	180,000	100,000	(Open Oct. 1, 1870.)	
Sept. 30, '70	6.00			B'klyn Flatbush & Coney Isl. N.Y.	1,288,100	488,100	800,000		
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica..... N.Y.	210,793	145,500	84,500	34,357	18,241
Sept. 30, '70	4.50			Brooklyn & Rockaway Bk. N.Y.	415,121	75,000	341,464	164,622	19,466
Sept. 30, '70	15.21	182	52	Buffalo street..... N.Y.	319,171	302,000	52,000	124,372	35,910
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)..... N.Y.	734,671	727,800	150,000		
Sept. 30, '70	27.43			Cambridge (Boston)..... Mass.	29,334	21,130	6,000	18,738	5,035
Sept. 30, '70	3.26	20	4	Central City (Syracuse)..... N.Y.	1,629,175	1,068,400	626,000	60,199	16,143
Sept. 30, '70	36.00	761	141	Cent. P. N. & E.R. (N.Y.C.) N.Y.	207,264	192,750		251,773	76,780
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) Pa.	244,885	184,000	50,000	155,156	42,598
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)..... Pa.	647,363	500,000	214,000	147,669	17,414
Sept. 30, '70	14.83	210	18	Coney Island (Brooklyn)..... N.Y.	909,871	1,200,000	700,000	709,274	124,300
Sept. 30, '70	22.79	819	109	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,851	34,825		8,544	4,106
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia..... N.Y.	257,698	171,700	82,700	27,701	4,241
Sept. 30, '70	11.75			East New York & Jamaica..... N.Y.	25,230	29,562		9,799	2,577
Oct. 31, '70	1.63	12	3	Easton and S. Easton..... Pa.	1,540,173	1,000,000	203,000	812,442	182,523
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y.C.) N.Y.	224,749	200,000	24,738	34,986	11,129
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	32,291	19,807	20,296	16,143	5
Oct. 31, '70	2.27	19	5	Erie City..... Pa.	44,763	29,335	10,000	12,327	2,185
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)..... N.Y.	1,052,479	748,000	215,000	384,800	93,276
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	786,242	491,750	187,500	329,065	36,039
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	59,354	42,500		13,503	1,139
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	562,270	307,545	350,000	356,759	102,350
Nov. 31, '70	34.25	300	60	Germantown (Phila.)..... Pa.	174,657	170,000		161,905	37,685
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	270,000	170,000	90,000	89,627	8,196
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (Bkn) N.Y.	243,615	150,000	100,000	180,211	32,244
Dec. 31, '70	7.25	200	42	Green & Coates st. (Phila.) Pa.	260,682	114,010	134,000	74,945	7,894
Sept. 30, '70	10.00	112	24	Harim. Br. Morr. & F'dham. N.Y.	60,249	41,995	12,400	5,997	2
Oct. 31, '70	2.14	11	4	Harrisburg City..... Pa.	471,248	306,386	164,400	202,890	49,315
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	79,835	75,000		22,120	3,252
Sept. 30, '70	3.56	27	9	Kingston and Rondout..... N.Y.	168,555	105,000	62,500	100,785	9,201
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	49,180	55,530		26,181	2,431
Sept. 30, '70	3.82	50	9	Lowell Horse..... Mass.	276,221	200,000	50,000	136,719	Loss.
Sept. 30, '70	11.75	239	35	Lynn and Boston..... Mass.	60,246	200,000	45,872	16,740	Loss.
Sept. 30, '70	3.41			Malden and Melrose (Bkn) Mass.	191,834	191,500		1,144	
Sept. 30, '70	0.91			Marginal Freight (Boston) Mass.	36,000	21,000	4,000	1,120	
Sept. 30, '70	3.07			Medford & Charlestown (Bkn) Mass.	42,206	50,000		6,174	23,375
Sept. 30, '70	4.88			Merrimac Valley..... Mass.	1,624,594	1,250,000	297,271	685,303	99,519
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	530,367	400,000	100,000	172,240	12,419
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	50,806	30,000	15,000	34,807	2,962
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	476,598	797,320	167,000	124,733	3,330
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	300,000	300,000		9,933	Loss.
Sept. 30, '70	3.22	16	6	Northampton & W'mburg. Mass.	24,612	25,000	8,000	1,920	1,920
Sept. 30, '70	2.16			North Woburn (Boston)..... Mass.	121,097	59,500	17,000	50,163	55,955
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Ph.) Pa.	897,022	282,555	546,000	195,357	37,874
Dec. 31, '70	17.29	167	28	Orange and Newark..... N.J.	100,000	100,000			
Sept. 31, '68	3.81			Passenger (Cin.)..... O.	134,917	125,500		42,205	6,185
Nov. 31, '70	9.66	30	16	Peoples' street (Scranton) Pa.	450,231	225,000	200,000	321,866	52,994
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.) Pa.	257,000	200,000	57,000	12,000	8,000
Dec. 31, '70	5.65			Philadelphia and Darby..... Pa.	299,126	285,307	6,500	116,645	26,109
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry. Pa.	144,202	140,600	23,000	144,003	41,254
Oct. 31, '70	8.25	154	28	Pbg. Allegheny & Manch. Pa.	132,615	100,000	10,600	84,200	11.4
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham. Pa.	160,300	160,300	600	45,007	12,809
Oct. 31, '68	6.88	92	16	Portland..... Me.	182,540	120,500	63,300	36,970	2.6
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.) Pa.	91,626	60,000	20,000	34,015	Loss.
Sept. 30, '70	10.00	72	20	Rochester and Brighton..... N.Y.	203,434	150,000	35,000	36,320	Loss.
Sept. 30, '70	7.38	47	21	Salem..... Mass.	47,463	50,000		5,000	5,000
Dec. 31, '70	3.49			Schuylkill River (Phila.) Pa.	1,959,777	888,100	1,100,000	570,583	93,991
Sept. 30, '70	16.00	672	100	Second Avenue (N.Y. City) N.Y.	644,143	673,417	109,300	504,136	109,959
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.) Pa.	119,822	160,000		111,446	17,883
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.) Pa.	1,616,511	750,000	250,000	725,694	121,026
Sept. 30, '70	8.38	680	82	Sixth Avenue (N.Y. City) N.Y.	75,000	75,000	85,000	4,500	5,000
Sept. 30, '70	3.61			Somerville (Boston)..... Mass.	418,891	400,000		200,996	35,061
Sept. 30, '70	6.43	280	43	South Boston..... Mass.	204,000	150,000	50,000	10,795	270
Sept. 30, '70	7.25	280	43	South Brooklyn & Park..... N.Y.	56,542	50,000		4,527	
Sept. 30, '70	2.47	25	4	Springfield..... Mass.	40,044	33,000		11,907	408
Sept. 30, '70	2.50	16	5	Stoneham street (Boston) Mass.	25,978	25,000	25,000	15,729	6,290
Sept. 30, '70	2.07	20	6	Syracuse and Geddes..... N.Y.	38,600	37,000		11,787	2,004
Sept. 30, '70	5.86	10	4	Syracuse and Onondaga..... N.Y.	179,625	192,750		240,293	81,318
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizens' Ph. Pa.	2,925,109	1,170,000	1,680,000	1,432,738	177,250
Oct. 31, '70	18.00	1507	219	Third Avenue (N.Y. City) N.Y.	997,700	997,700		215,078	62,061
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.) Pa.	42,613	34,000	6,500	11,077	1,347
Dec. 31, '70	3.60			Trenton..... N.J.	73,721	44,700	34,960	14,044	2,054
Sept. 30, '70	6.50	32	5	Troy and Albany..... N.Y.	305,410	250,000	76,000	154,495	10,534
Sept. 30, '70	12.44	54	22	Troy and Lansingburg..... N.Y.	70,000	50,000		Troy & Lanab.	
Sept. 30, '70	4.75			Troy and Cohoes..... N.Y.	804,213	400,000	300,000	497,452	115,013
Dec. 31, '70	27.00	587	96	Union (Phila.)..... Pa.	349,851	200,000	105,200	366,380	16,447
Sept. 30, '70		514	84	Union (Boston)..... Mass.	311,239	121,400	200,000	101,863	13,587
Sept. 30, '70	15.50	85	20	Utica, Clinton & Bingham. N.Y.	87,000	75,000	18,000	19,250	2,458
Sept. 30, '70	2.50	20	6	Van Brunt st (Brooklyn) N.Y.	26,845	14,750		7,887	Loss.
Sept. 30, '70	2.61	8	2	Waltham and Newtown. Mass.	317,279	240,000	130,000	107,889	19,991
Sept. 30, '70	15.50	182	31	Watervliet (Albany)..... N.Y.	100,000	40,000	60,000		
Dec. 31, '68	5.80			West Hoboken..... N.J.	556,938	400,000	100,000	376,444	57,513
Oct. 31, '70	13.50	402	65	West Philadelphia..... Pa.	94,833	100,000		27,714	78,831
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston. Pa.	38,580	15,000	5,000	9,530	
Oct. 31, '70	2.40	13	8	Williamsport..... Pa.	62,152	52,900		3,600	3,010
Oct. 31, '70	2.25			Winthrop (Boston)..... Mass.	46,205	40,000	20,000	17,487	Loss.
Oct. 31, '70	3.55	40	16	Worcester..... Mass.					

PASSENGER RAILROAD BONDS.

COMPANIES.	Amount out- standing.	Inter st			
		Rate.	Payable.	Principal Payable.	Market Price.
Albany :	\$	pc			
1st Mortgage.....	40,000	7	J. & J.	18	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J. & J.	1872	....
Broadway (Brooklyn)					
1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....	500,000	7	J. & D.	1884	....
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J. & J.	18	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J. & J.	1882	....
Bklyn City, Hun. Pt. & P.P.:					
1st Mortgage.....	379,000	7	M & N	1878	....
Brooklyn and Jamaica :					
1st Mortgage.....	800,000	7	J. & J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J. & J.	1876	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J. & J.	18	....
Buffalo street :					
1st Mortgage.....	341,500	7	J. & D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J. & J.	1883	97
Central Park, N. & E. River:					
1st Mortgage.....	628,000	7	J. & J.	1874	....
Citizens' (Pittsburg)					
1st Mortgage.....	50,000	7	J. & J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J. & J.	1873	....
D. Dock, E. Bd'w. & Battery :					
1st Mortgage.....	700,000	7	J. & J.	18	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J. & J.	18	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J. & J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J. & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J. & J.	1877	....
2d Mortgage.....	250,000	7	J. & J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J. & J.	1878	8
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J. & J.	18	....
Harl. Br., Morris' & Fordh:					
1st Mortgage.....	136,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J. & J.	1874	8
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J. & J.	1883	7
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J. & J.	1886	7
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A. & O	1880	....
Middlesex (Boston)					
1st Mortgage sinking fund	100,000	6	J. & D.	1884	8
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newtown:					
1st Mort. Broad street.....	100,000	6	J. & J.	1880	....
1st Mort. O. & N. R. R.....	100,000	6	J. & J.	1881	....
2d Mort. O. & N. R. R.....	300,000	6	J. & J.	1883	....
Philadelphia City:					
1st Mortgage.....	200,000	6	J. & J.	1881	8
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M & N	1887	....
Pittab., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A. & O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J. & J.	1880	....
1st Mortgage.....	15,000	6	J. & J.	1880	....
Saloni:					
1st Mortgage.....	35,000	6	J. & J.	18	....
Second Avenue (N. Y.)					
1st Mortgage.....	100,000	7	J. & J.	1877	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J. & J.	1878	....
2d Mortgage.....	15,000	7	A. & O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J. & D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J. & J.	18	....
Third Avenue (N. Y.):					
1st Mortgage.....	000,000	7	J. & J.	1876	....
Real estate.....	500,000	7	J. & J.	—	....
Troy and Lansingburg:					
1st Mortgage.....	85,000	7	A. & O	1879	....
Union (Boston):					
Real estate mortgages.....	105,000	6	var.	var.	....
Union (Phila.):					
1st Mortgage.....	300,000	7	J. & J.	1886	....
Utica, Clinton & Bingham:					
1st Mortgage.....	200,000	7	J. & J.	1887	....
Watervliet:					
1st Mortgage.....	130,000	7	J. & J.	1882	....
West Hoboken:					
1st Mortgage.....	61,000	7	M & N	1878	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J. & D.	1878	....
Worcester:					
1st Mortgage.....	20,000	6	A. & O	1879	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	114
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	114
Baltimore and Ohio, pref.	3,000,000	6	6	6	114
Berkshire* guaranteed	600,000	7	7	7	114
Blossburg and Corning* guar.	250,000	5	5	5	114
Boston, Concord and Montreal, pref.	1,340,000	6	6	75	114
Buffalo, N. York and Erie* guar.	950,000	7	7	74	114
Camden and Atlantic, pref.	753,695	7	7	96	114
Catawissa* pref. and guar.	2,200,000	7	7	96	114
Cayuga and Susquehanna* guar.	559,110	9	9	9	114
Cedar Rapids & Missouri* preferred and guaranteed	755,000	7	7	29	114
Central Ohio, preferred	400,000	7	7	29	114
Chemung* guar.	380,000	8	8	86	114
Cheshire, preferred	2,017,815	7	3	86	114
Chicago and Alton, pref.	2,425,400	7	10	123	114
Chicago, Iowa and Nebraska* guar.	2,000,000	10	10	92	114
Chicago and Northwestern, pref.	20,370,293	7	7	92	114
Cleveland and Mahoning, guar.	2,056,000	7	7	92	114
Cleveland and Toledo* guar.	6,250,000	3	3	92	114
Cochocho, preferred	177,750	8	8	92	114
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92	114
Cumberland Valley, 1st pref.	241,900	8	8	114	114
" 2d pref.	242,000	8	8	114	114
Delaware* guaranteed	594,261	6	6	92	114
Detroit & Milwaukee* preferred and guaranteed	1,500,000	6	6	92	114
Dubuque and Sioux City* preferred and guaranteed	1,988,170	7	7	97	114
Dubuque Southwestern, pref.	330,308	7	7	97	114
Eastern (N. H.)* guaranteed	492,500	8	8	97	114
Elmira, Jefferson and Canandaigua* guaranteed	500,000	5	5	97	114
Elmira and Williamsport* guar.	500,000	5	5	97	114
Elmira and Williamsport* preferred and guaranteed	500,000	7	7	90	114
Erie, preferred	8,536,910	7	7	57	114
Evansville and Crawfordsville, pref.	100,000	8	8	97	114
Hannibal and St. Joseph, pref.	5,078,224	7	7	97	114
Harrisburg and Lancaster* guar.	1,182,550	7	7	97	114
Housatonic, preferred	1,180,000	8	4	105	114
Huntingdon & Broad Top Mountain, preferred	190,750	7	3	12	114
Joliet and Chicago* guar.	1,500,000	7	7	97	114
Joliet and Northern Indiana* guar.	300,000	8	8	97	114
Lackawanna and Bloomsburg, pref.	500,000	7	7	97	114
Leeds and Farmington* guar.	2,646,100	7	7	97	114
Little Schuylkill* guar.	2,646,100	7	7	97	114
Louisville, Cincinnati and Lexington, preferred	848,700	9	9	87	114
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	30	114
" 2d pref.	4,051,744	6	6	30	114
Manchester and Lawrence*	1,000,000	9	9	97	114
Michigan Southern, guaranteed	586,800	10	10	97	114
Mill Creek and Mine Hill* guar.	322,375	10	10	97	114
Milwaukee and St. Paul, preferred	9,744,268	7	7	81	114
Mine Hill and Schuylkill Haven* guaranteed	3,775,000	8	8	97	114
Mount Carbon & P. Carbon* guar.	282,250	12	12	97	114
New Haven and Northampton*	1,344,000	2	2	97	114
New York and Harlem, pref.	1,500,000	8	8	129	114
Niagara Bridge and Canandaigua* guar.	1,000,000	6	6	97	114
North Eastern (S. C.) preferred	155,000	8	8	97	114
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107	114
Ohio and Mississippi, pref.	3,500,000	7	7	77	114
Paterson and Hudson* guar.	630,000	8	8	97	114
Paterson and Ramapo* guar.	248,000	5	5	97	114
Peoria and Bureau Valley* guar.	1,200,000	6	6	97	114
Philadelphia and Erie* guar.	6,996,700	10	10	97	114
Philadelphia and Reading, pref.	1,551,800	10	10	97	114
Philadelphia and Trenton* guar.	1,099,120	10	10	97	114
Pittsfield and North Adams* guar.	450,000	6	6	97	114
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	97	114
Portland, Sag. & Portsmouth* guar.	1,500,000	6	6	97	114
Portsmouth and Concord*	350,000	7	7	97	114
Portsmouth & Potomac, guaranteed	142,900	7	7	97	114
Rochester and Genesee Valley*	557,560	7	7	97	114
Rutland, preferred	2,040,000	7	7	66	114
St. Louis, Alton and T. H. pref.	445,556	6	6	36	114
Sandusky and Cincinnati, pref.	576,000	5	5	97	114
Schuylkill Valley* guar.	869,450	5	5	97	114
Shamokin Valley & Pottsville* guar.	1,300,000	7	7	97	114
Tol. & Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	97	114
" (E. D.) pref.	1,000,000	7	7	97	114
Toledo, Wabash and Western, pref.	274,000	7	7	83	114
Troy and Greenbush* guar.	2,500,000	8	8	97	114
Vermont and Canada* guar.	1,408,300	7	7	97	114
Warren* guar.	200,000	5	5	97	114
White Mountain* guar.	317,050	2	2	97	114
Wrightsv. York & Gettysburg* pref.	317,050	2	2	97	114
CANAL STOCKS:					
Delaware Division* guar.	1,633,350	8	8	125	114
Morris, preferred	1,175,000	10	10	125	114
Schuylkill Navigation, pref.	2,888,997	6	6	87	114
Union, preferred	2,888,997	6	6	87	114
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	5,774,400	7	7	6	114
Mariposa Mining, pref.	5,774,400	7	7	6	114

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
Canton Co.	80					
Central Pacific Co.	99 1/2					
Central of N. Jersey.	121					
Chicago & Alton.	120 1/2					
.. pref.	123 1/2					
.. 1 M.	90 1/2					
.. S. F.	90 1/2					
.. Inc. bds.	150					
Chicago, Burl. & Q.	153					
.. 8s, 1883.	114					
Chic. & Northwestern.	73 1/2					
.. pref.	89 1/2					
.. 1st M.	90 1/2					
.. S. F.	90 1/2					
Chic. Rock Isl. & Pac.	109 1/2					
Chi., R. I. & Pa. 7s, 1890.	108 1/2					
Clev., Col., C. and Ind.	89 1/2					
Clev. and Pittsburg.	118 1/2					
.. 2 M.	87 1/2					
.. 3 M.	87 1/2					
.. 4 M.	87 1/2					
Clev. and Toledo.	87 1/2					
.. S. F. 7s.	20					
Col., Chi. & Ind. C.	20					
.. 1 M.	87 1/2					
.. 2 M.	87 1/2					
Cumberland Coal pref.	122					
Del. & Hudson Canal.	122					
Del. Lack. & Western.	105 1/2					
.. 1 M. 7s.	100 1/2					
.. 2 M. 7s.	97					
Dubuque & Sioux City.	28 1/2					
Erie Railway.	27 1/2					
.. pref.	27 1/2					
.. 1 M. 7s, 1897.	27 1/2					
.. 2 M. 7s, 1879.	27 1/2					
.. 3 M. 7s, 1885.	27 1/2					
.. 4 M. 7s, 1880.	27 1/2					
.. 5 M. 7s, 1888.	27 1/2					
Great Western 2d mort.	84 1/2					
Hannibal & St. Joseph.	84 1/2					
.. pref.	89 1/2					
.. 8s, conv.	89 1/2					
Hudson River.	89 1/2					
.. 2 M. S. F.	89 1/2					
.. 3 M. 7s, 1875.	89 1/2					
Illinois Central.	108 1/2					
Lake Shore & Mich. S'th. 107 1/2	108 1/2					
Lake Shore Div. bonds.	108 1/2					
Marietta & Cin. 1st pref.	108 1/2					
.. 2d pref.	108 1/2					
Michigan Central.	108 1/2					
.. S. F. 8s, 1882.	101 1/2					
M. S. and N. L. 1 M. S. F.	101 1/2					
.. 2 M.	101 1/2					
Mariposa Mining Co.	4					
.. pref.	6 1/2					
.. Tr. 10s cts.	6 1/2					
Milw. and St. Paul.	60					
.. pref.	79 1/2					
.. 1st mort.	97 1/2					
.. 2d mort.	97 1/2					
.. 8s.	97 1/2					
.. 7 3-10s con.	97 1/2					
Missouri 6s.	97 1/2					
.. H. & St. J. 1s.	97 1/2					
Morris and Essex.	93					
.. 2d mort.	103					
.. 2d mort.	100					
New York Central.	100					
.. 7s, S. F. 1875.	99 1/2					
.. 6s, S. F. 1883.	99 1/2					
.. 6s, S. F. 1887.	99 1/2					
N. Y. Cen. & Had. Riv. 99 1/2	99 1/2					
.. certificates.	91 1/2					
N. York and Harlem.	125 1/2					
.. pref.	125 1/2					
.. 1 M. 7s, 1875.	125 1/2					
N. Carolina 6s, old.	47 1/2					
.. new.	47 1/2					
Ohio and Miss.	47 1/2					
.. pref.	77 1/2					
.. 1st M.	77 1/2					
Pacific Mail S. S. Co.	42 1/2					
Panama.	51 1/2					
Phila. and Reading.	109 1/2					
Pitts. Ft. W. & Chi. gtd.	93 1/2					
.. 1 M.	101 1/2					
.. 2 M.	101 1/2					
.. 3 M.	101 1/2					
Quicksilver Mining Co.	11					
St. L., Alton & T. H.	11					
.. pref.	11					
.. 1 M.	11					
.. 2 M. pref.	11					
.. Income bds.	11					
Tennessee 6s, old.	72 1/2					
.. new.	71 1/2					
Tol., Wab. & Western.	57 1/2					
.. pref.	57 1/2					
.. 1 M.	95 1/2					
.. 2 M.	95 1/2					
.. Equipment.	95 1/2					
.. St. Lou. Div.	95 1/2					
Union Pacific.	99 1/2					
.. 1st mort.	91 1/2					
.. Lt. Gt. 7s.	83 1/2					
.. Inc. 10s.	83 1/2					
Virginia 6s, old.	65					
.. new.	65					

New York Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th.29.	F.30.	Sat.1.	M.3.	Tu.4.	W.5.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	111					
U. S. 5s, 1874, coup.	111					
U. S. 5s, 10-40s, coup.	110 1/2					
U. S. 5s, 10-40s, reg.	110 1/2					
U. S. 5s, 1881, reg.	115 1/2					
U. S. 5s, 1881, coup.	115 1/2					
U. S. 5s, 81, O.W.L.	113 1/2					
U. S. 5s, 5-20s, reg. '62.	113 1/2					
U. S. 5s, 5-20s, c. 1862.	113 1/2					
U. S. 5s, 5-20s, c. '64.	113 1/2					
U. S. 5s, 5-20s, c. 1864.	113 1/2					
U. S. 5s, 5-20s, reg. '65.	113 1/2					
U. S. 5s, 5-20s, c. 1865.	113 1/2					
U. S. 5s, 5-20s, c. n. '65.	113 1/2					
U. S. 5s, 5-20s, c. n. '65.	113 1/2					
U. S. 5s, 5-20s, reg. '67.	113 1/2					
U. S. 5s, 5-20s, c. 1867.	113 1/2					
U. S. 5s, 5-20s, reg. '68.	113 1/2					
U. S. 5s, 5-20s, c. '68.	113 1/2					
U. S. 5s, Fac. R. R. issue.	115					

Boston Stock Exchange.

Actual Sale Prices for the week ending July 5.

	Th. 29.	F. 30.	Sat. 1.	M. 3.	Tu. 4.	W. 5.
Boston and Albany	150½	153	153	153	152½	152½
Boston and Lowell	149	149	149	149	148½	148½
Boston and Maine	149	149	149	149	148½	148½
Boston and Providence	149	149	149	149	148½	148½
Boston, Hartford & Erie	22½	24½	24½	24½	24½	24½
Cheshire, pref.	88	88	88	88	88	88
Concord	75	75	75	75	75	75
Connecticut River	121½	121½	121½	121½	121½	121½
Eastern	121½	121½	121½	121½	121½	121½
Fitchburg	135	135	135	135	135	135
Manchester & Lawrence	121	120½	120½	120½	120½	120½
Michigan Central	113	113	113	113	113	113
Northern, N. H.	87½	87½	87½	87½	87½	87½
Ogdens & Lake Champlain	87½	87½	87½	87½	87½	87½
Old Colony & Newport	101½	101½	101½	101½	101½	101½
Ph. W. & Baltimore	55	55	55	55	55	55
Port'd, Saco & Portland	133½	133½	133½	133½	133½	133½
Union Pacific	89½	89½	89½	89½	89½	89½
Land Grant 7s.	79½	79½	79½	79½	79½	79½
Income 10s.	101	101	101	101	101	101
Vermont & Canada	75½	75½	75½	75½	75½	75½
Vermont & Mass.	75	75	75	75	75	75
South Boston (Horse)	75	75	75	75	75	75
Cambridge	75	75	75	75	75	75
Metropolitan	75	75	75	75	75	75
Middlesex	75	75	75	75	75	75
Central Mining Co.	75	75	75	75	75	75
Copper Falls	75	75	75	75	75	75
Franklin	75	75	75	75	75	75
National	75	75	75	75	75	75
Pewabic	75	75	75	75	75	75
Quincy	29½	30	30	30	30	30

London Stock Exchange.

	Closing June 16.	Prices June 23.
All. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	83 — 88	83 — 88
Do. do., 2d mort., 1881	73 — 78	73 — 78
Do. Penn., 1st mort., 1877	83 — 88	83 — 88
Do. do., 2d mort., 1882	73 — 78	73 — 78
Do. Consol. 7 per cent. mort. 1890	41½ — 42½	40 — 41
Detroit and Milwaukee 1st mort. 7s.	69 — 71	69 — 71
Do. 2d mort. 8 p. c.	69 — 72	69 — 72
Erie shares 100 dol. all paid	— —	23½ — 24
Do. sterl. 6 p. c. convertible bonds	64 — 66	64 — 66
Illinois Central, 6 per cent., 1875	— —	— —
Do. Redemption mort. bonds 6 p. c.	99 — 101	99 — 100
Do. 100 dol. shares, all paid	109 — 110	108 — 109
Panama General mort. 7s, 1897	80 — 85	78 — 82
Penn. R. R. bonds, 2d mort. 6 per ct.	97 — 99	98 — 100
Do. General mort. 6 p. c. 1910	94 — 94½	94 — 95
Do. \$50 shares	50 — 52	50 — 52
Philadelphia and Erie 1st mort. 1881	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, July 8, 1871.

Stock Exchange and Money Market.

The Money supply has been largely in excess of the urgent wants of borrowers, and rates have been quoted quite easy at from 2@5 mainly 3@4 per cent., on call and at 4@7, chiefly 4½@6 per cent. per annum on very choice to good mercantile credits. The diminished activity in financial and commercial negotiations, due, in good part, to the recurrence of the national holiday, tended to check the demand for aid, at even the low figures current through the week. The outflow of funds to the interior has been on a less extensive scale, and the city bank reserves show an important gain of strength, as the result of the week's operations. The city banks, last week, reported a gain of \$2,511,235 of specie, a loss of \$12,340 of legal tender notes, and an increase of \$4,787,180 of deposits. They increased their loan and discount averages \$2,328,314 and reduced their circulation \$66,149. The city bank exchanges, last week, averaged \$93,561,076; and thus far, this week, 61 millions daily. The banks now hold \$18,174,492 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a loss of \$1,527,804 of specie and of \$1,183,559 of currency, as the result of the week's business. The

receipts of the office were \$8,105,522 in coin, and \$5,617,256 in currency; payments, \$9,633,326 in coin, and \$6,800,816 in currency. The office received \$2,864,000 in coin or its equivalent, from customs; and disbursed \$7,756,112 of coin interest.

The receipts of the Sub Treasury from all sources in June were \$53,149,253, including \$10,676,315 from customs; payments, on all accounts, \$48,582,158, including \$26,399 of actual coin interest.

The specie reserve of the city banks according to the latest return is \$16,526,451, against \$31,611,330 same time last year. The city bank deposits are now \$248,308,693 against \$219,083,428 week ending July 2, 1870. The legal tender reserve amounts to \$71,348,828 against \$56,815,254 same time last year. The circulation now stands at \$30,494,457, against \$33,070,365 same time last year. The loans are now \$296,237,959, against \$276,496,503 at this date last year.

The subscriptions to the new refunding Five per cent. Loan now amount to about 68½ millions.

The U. S. Sub-Treasurer retired, last week, \$2,053,099 of coin certificates, received for customs. The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$2,707,842 in currency, and \$55,436,122 in coin, against a balance a week previous of \$4,357,133 currency, and \$60,052,971 coin.

Government revenues have been yielding quite satisfactorily for the season, since our last. The excises yielded last week nearly 4¼ millions. The customs at the port of New York, last week were \$2,195,099; and at the outports, equal to about \$700,000 more, all in coin, or coin certificates. The internal revenue yielded in the fiscal year ending July 1, 1871, about 147½ millions.

Internal revenue receipts on Wednesday were over a million dollars.

Gold has been more confidently dealt in, chiefly on speculative account, and the price has been quoted higher, with a buoyant look. The export drain has been unusually heavy; while the customs call has been moderate. The range of the price, during the week, has been from 112¼@113½, and the closing quotation on Wednesday was 113½ against 113 the preceding Wednesday. The outflow, last week, was \$4,973,268; and on Wednesday of this week, ———. The Gold Exchange Bank clearances have been as follows: June 30, \$30,997,000; July 1, \$45,928,000; July 5, \$44,985,000.

According to the July exhibit of the public debt the U. S. Treasury held on the 1st inst. a coin balance of \$96,683,901, including \$19,886,300 on deposit on private account, and a currency reserve of \$9,533,363. The decrease of the debt in June was \$5,856,386.

The customs at this port on Wednesday were \$362,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt year ending July 1, 1871, \$85,515,831, against \$86,647,054 same time in 1869-'70.

The export drain was \$4,973,268 last week, against 734,600, same week preceding year. The shipments year ending July 1, 1871, were \$83,566,219, against \$33,497,155 same time in 1869-'70.

The customs demand for Gold last week, averaged \$394,000 a day; thus far, this week, it

has averaged \$370,000 a day, or equal to a weekly aggregate of \$2,220,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$12,450 and since Jan. 1, 1871, have been \$3,179,957 against \$7,176,957 same time in 1870. The total customs revenue of the Government, in coin, at this port, year July 1, 1870, was \$147,224,131 against \$134,527,931 same time in 1869-'70.

Foreign Exchange has been less active, but generally strong in price, closing, however, less buoyantly on Wednesday, with Bankers' sixty day bills on London at 110¾@110½; sight bills on London, 110¾@111½.

The produce exports from this port, week ending with July 3, were to the currency value of \$2,733,930.

Government securities have been in quite active request, chiefly on investment account, and have advanced in price, on a limited offering of bonds in the open market. Foreign dealers have been free purchasers.

Under the official programme of the Treasury Department for July, Government will sell during the month, at least four millions of Gold, as follows: Thursday, July 6, one million; Thursday, July 13, one million; Thursday, July 20, one million; Thursday, July 27, one million. And buy in, at least, four millions of Five Twenty Bonds as follows: Wednesday, July 5, one million; Wednesday, July 12, one million; Wednesday, July 19, one million; Wednesday, July 26, one million.

On Wednesday, Government bought in a million of Five-Twenties at 112 77@113 42, ex-interest. The amount of bonds offered was \$1,811,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115¾, ex July coupon; U. S. Five-Twenties of 1862, 115½@115¾; U. S. Five-Twenties of 1864 at 114¾@114½; U. S. Five-Twenties of 1865, 114¾@114½; U. S. Five-Twenties of 1865 consolidated, 113¾@113½, ex July coupon; U. S. Five-Twenties of 1867, 113¾@113½, ex July coupon; U. S. Five-Twenties of 1868, 113¾@113½, ex July coupon; U. S. Ten-forties at 112¼@112½; U. S. Six per cent. currency bonds, 115@115¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 21.	June 28.	July 5.
Consols	92½	92½	92
U. S. 5-20's of 1862	90¾	91	91½
U. S. 5-20's, 1865	90½	90½	91½
" 1867	*90	90½	90¾
" 10-40s	88¾	88¾	89¾
Erie	24½	24½	23½

* Ex July coupon.

State bonds have been in moderate demand at uniform prices.

Railway bonds have been in fairly active request and buoyant in price. Central Pacific Sixes closed at 99¾@100, ex the July coupon of three per cent. in coin. The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quick demand at 92 per cent. and accrued interest. Union Pacific Sixes closed at 89½@89¾.

Business in Railway and miscellaneous share property has been less active; and values have been irregular, though closing more firmly, as a rule.

General business has been on a restricted scale, checked, in part, by the recurrence of the national anniversary, and the observance of Monday as well as Tuesday, as a holiday. Breadstuffs have been quoted cheaper. Provisions, firmer. Middling upland cotton closed on Wednesday at 20½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,888,340 bales, against 2,791,903 bales same time last year; exports 3,073,315 bales, against 2,098,209 bales same time last year; stock at the ports at latest dates, 174,710 bales, against 170,136 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 9@13½ cts; Veal Calves, at 5¾@11½ cts; Sheep at 4½@7¾ cts; Lambs at 8@11 cts; Swine, 4½@5 cts per lb., all live weight. The week's receipts were 7,156 Beeves, 2,279 Veal Calves, 26,020 Sheep and Lambs; and 25,488 Swine.

Foreign goods have been in less request, at yielding prices. The week's imports of foreign goods reached \$5,450,222, including \$1,559,894 of dry goods.

Ocean freights have been quiet and quoted less firm as to rates, on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Side R. R., 72½; New York and New Haven R. R., 155; Boston, Hartford and Erie R. R., 27½; Albany and Susquehanna R. R., 93½; St. Louis and Iron Mt. R. R., 60½; Great Western 1st mort., 1888, 94; Central of New Jersey new bonds, 103½; Cleveland and Pittsburg consol. bonds, 93; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. 2d mort., 78; St. Louis, Jacksonville and Chicago 1st mort., 94; Long Dock bonds, 90¾; South Carolina 6s, new Jan. and July, 58¾; Louisiana 6s, levee bonds, 71; Georgia 7s, gold bonds, 94; Brooklyn 6s, W. L., 92½; Maryland Coal, 30; Consol. Coal of Md., 38; Spring Mt. Coal, 71; Am. Mer. Union Exp., 53½; Adams Exp., 80½; Wells-Fargo Exp., 46½; U. S. Exp., 53½; Western Union Telegraph, 58¾.

Philadelphia.—Connecting R. R. bonds, 87; Penn. and New York Canal 7s, 96; Philadelphia and Reading R. R. 7s, 104; do. debent. bonds, 83½; West Jersey R. R. 7s, 102; Phila. and Sunbury 7s, 98; Lehigh Nav. con. gold loan, 93½; Huntingdon and Broad Top Mt. 2d mort., 85; Schuylkill Nav. 7s, Boat Loan, 85½; Warren and Franklin 7s, 92; Penn. Canal 7s, 95½; Allegheny County 6s, 92. The latest quotations are: City 6s, 99@100½; do. free of tax, 100¼@100¾; State 5s, coupon, 100@101; do. 6s, W. L., 100@101; do. 1st series, 100@102; do. 2d series, 103@104; do. 3d series, 106@107; Reading, 55½@55¾; do. 7s, 1893, 104@104; do. mort. 6s, 1880, 94@—; Camden and Amboy, 127¼@127½; do. mort. 6s, 1889, 95½@96; do. 1888, 92½@93¼; do. 1889, 88½@89½; Pennsylvania R. R., 60¾@61; do. 1st mort., 101@—; do. 2d mort., 99@99½; do. General mort. coupon, 95½@96; do. reg., 95@95½; Little Schuylkill R. R., 46¾@47; Morris Canal, 50@51½; do. pref., 125@125¼; do. 6s, 90@95; Susquehanna Canal, 10@11; do. 6s, 62@63; Schuylkill Nav., 8½@—; do. pref., 17@—; do. 6s, 1882, 79¾@80; Elmira and Williamsport pref., 43½@44½; do. 7s, 1873, 91½@92½; do. 5s, 61@—; Lehigh Coal and Navigation, 38½@38¾;

do. 6s, 1884, 86@87; do. R.R. Loan, 91¼@91½; do. Gold Loan, 90@90¼; North Pennsylvania, 48@49½; do. 6s, 97½@—; do. 7s, 98¼@98¾; do. Chattle 10s, 111@112; Philadelphia and Erie, 28@28½; do. 6s, 91½@—; Minehill, 54@54¼; Catawissa, 21@22½; do. pref., 47¼@48; Lehigh Valley, 59¼@60; do. 6s, 95@96; Fifth and Sixth streets, (horse,) 43½@—; Second and Third, 61@65; Thirteenth and Fifteenth, 22½@23; Spruce and Pine, 31¼@32; Green and Coates, 43@—; Chestnut and Walnut, 51@52; Hestonville, 19@21; Union, 60@—; Germantown, 32@35.

Boston.—Vermont Central 1st mort., 88; do. 2d mort., 43; Stanstead, Shefford and Chambly 7s, 84; Atchison, Topeka and Santa Fe 7s, 1875, 85; Leavenworth, Lawrence and Galveston 10s, 99½; Burlington and Missouri 7s, Land Grant, 98; do. 8s, in Nebraska, 97; Vermont Central and Vermont and Canada 8s, 1875, 101¾; Kalamazoo, Allegan and Grand Rapids 8s, 1889, 95¾; Jackson, Lansing and Saginaw 8s, 1888, 99¾; Cedar Rapids and Missouri 7s, 1916, 90¼; Rutland R. R., 38½; do. pref., 87¾; do. 7s, 1880, 85¾; Conn. and Pass. Rivers pref., 92; do. 7s, 1876, 101; Portsmouth, Gt. Falls and Conway R. R., 111¼; Indianapolis and Cincinnati R. R., 63½; Cincinnati, Sandusky and Cleveland R. R., 23; Boston Water Power Co., 39¼; Cary Imp., 16¼; Waverly Land, 3½; Maine 6s, 1889, 100¾; Massachusetts 5s, 1891, gold, 98½; Chicago 7s, 1894, 100¾; Lynn 5s, 1882, 87½; Cambridge 6s, 1877, 92¾; Cincinnati 7 3 10s, 1899, 106¼; St. Louis 6s, 1882, 91½; St. Louis County 6s, 1876, 95½; Boston 5s, 1873, gold, 100¾; Allouez Mining Co., 3½; Petherick, 1¼.

Baltimore.—Virginia 6s, old, reg., 54¾; Maryland Defense bonds, 105; Marietta and Cincinnati 3d mort. 8s, 79¼; Orange, Alex. and Manassas bonds, 79½; Western Maryland 1st mort., 78¾; do. 2d mort. guar., 94; do. guar. by Washington Co., 87; Virginia and Tennessee 3d mort., 8s, 90; Wilmington and Weldon bonds, 93½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93½@94; Baltimore and Ohio, 145@148; do. 6s, 1875, 95½@—; do. 1880, 95@—; do. 1885, 95¾@96; Northern Central, 40½@41; do. 6s, 1885, 94¾@95; do. 1900, 90@91; do. 6s, 1900, gold, 90@91; N. W. Va. 1st mort., 96@—; do. 2d mort., 96@—; do. 3d mort., 1885, 91½@94; Marietta and Cincinnati 7s, 1892, 98@99; do. 2d mort., 84¾@84¾; do. 3d mort., 79@79¼; Central Ohio, 29@32; do. 1st mort., 86@88; Western Md. 1st mort. 6s, 1890, 78@80; do. guar. by Baltimore City, 99@—; do. 2d mort. guar., 90@92; do. 2d mort. pref., 59@59; do. 6s, guar. by Washington Co., 87@88; Richmond and Danville bonds, 77½@—; Orange and Alexandria 1st mort. 6s, 88@—; do. 2d mort. 6s, 79@81; do. 3d mort. 8s, 84@85; do. 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 79¼@79½; Virginia and Tennessee 8s, 89½@90; do. 6s, 1st mort., 89@91½; do. 6s, 2d mort., 77½@80; Baltimore 6s, 1875, 99@100; do. 1884, 98@99; do. 1886, 96¾@98¼; do. 1890, 98½@98¾; do. 1893, 98@—; do. 1900, 98½@99; do. 5s, 1838, -70, 80@81; Memphis City 6s, 54@—; Maryland Defense Loan, 1883, 104@105; City Passenger R. R., 22¾@24; George's Creek Coal, 70@80; Baltimore Copper, 0.50@1.00; Santa Clara, 1@1.00; Atlantic Coal, 1@2.25.]

INVESTMENT SECURITIES.

JAY COOKE & Co. are now selling, and recommend as a profitable and safe investment for all classes, the First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company. They have 30 years to run, bear Seven and Three-Tenths per cent. gold interest (more than 8 per cent. currency), and are secured by first and only mortgage on the ENTIRE ROAD AND ITS EQUIPMENTS, and also, as fast as the Road is completed, on 23,000 Acres of Land to every mile of track, or 500 acres for each \$1,000 Bond. They are exempt from United States tax; principal and interest are payable in gold. Denominations; Coupons, \$100 to \$1,000; Registered, \$100 to \$10,000.

Northern Pacific 7-30s are at all times receivable, at TEN PER CENT. ABOVE PAR, in exchange for the Company's lands, at their lowest cash price.

The proceeds of all sales of lands are required to be devoted to the repurchase and cancellation of the First Mortgage Bonds of the Company. The Land Grant of the Road exceeds Fifty Million Acres in the most fertile portion of the Northwest, and the demand for the Company's lands for settlement already exceeds the ability of the Government to complete the surveys. This immense Sinking Fund will undoubtedly cancel the principal of the Company's bonded debt before it falls due.

Holders of U. S. Five-Twenties, who wish to convert them into a first-class railroad security, can do so at a present profit of about 12 per cent., while increasing their interest income nearly one-fourth, by exchanging them for Northern Pacific 7-30s.

All marketable stocks and bonds will be received in exchange at their highest current price. Full information, maps, pamphlets, etc., will be furnished on application to any agent for the loan, or to JAY COOKE & Co., New York, Philadelphia or Washington.

Messrs. DREXEL, MORGAN & Co., have formed a copartnership for the transaction of a general foreign and domestic banking business under the firm names of DREXEL, MORGAN & Co., 53 Exchange Place, New York, DREXEL & Co., 34 S. 3rd Street, Philadelphia, Pa., and DREXEL, HARRIS & Co., No. 3 Rue Scribe, Paris, France. The firm is composed of F. A. Drexel, A. J. Drexel, and J. H. Wright, of Philadelphia; J. Pierpont Morgan, Jos. W. Drexel, and J. N. Robinson, of New York.

A dividend of seventy cents per share on the preferred stock, and thirty-five cents per share on the common stock of the Schuylkill Navigation Company, will be paid to the stockholders on and after the 10th inst., clear of taxes.

The Boston and Roxbury Mill Corporation has declared a dividend of \$3 per share, payable July 10.

Narrow Gauge Railroads.

Gen. Wm. S. Rosecrans, in a letter to the *Alta-California*, expresses himself very emphatically in favor of the narrow gauge system of railroads. It would be difficult to put in fewer words, and with greater force, the argument in favor of the system than he has done in the following paragraphs which we quote:

Regarded economically, a railway is a hauling machine. Every unnecessary expense put upon this machine adds to the cost of hauling done by it. This cost comes out of the people. Every unnecessary cost in the construction and equipment of railways is a public evil. It matters not whether this cost results from blunders in engineering, blunders in management, or rascality in operating the road or watering the stock, the people have to pay the interest on it. In this view why should we pay for building a broad gauge if a narrow gauge will do all the work likely to be required? Evidently it would be a public wrong for the owners of railway franchises to build a broad gauge when a narrow gauge will do the work; and the public have a right to see that it is not done, and to hold those who thus prepare needless burdens responsible for it.

The question comes up, therefore, with every new railway line, and should be asked by the people, Will a narrow gauge do the work? The data for this answer are to be sought in reason and experience; but I will ask, Has the most crowded four foot eight and a half inch gauge railway in the United States more work than it can do?

If that line of road with this gauge which has the greatest traffic in the world does less than it can, and yet carries five times as much freight over each mile as does the most heavily-worked road in the United States, why does the latter need so much more capacity than it has work? If the heaviest worked road in our country has ten times as much to do as the average of roads in new countries can expect for the next twenty years, why should they be made to cost so much? Why should our new roads be constructed with a carrying capacity fifty times greater than the work they will be called upon to do? Any man who can show that they should be so constructed, can prove that one ought to get a six-horse Concord coach to give a baby an airing!

Locomotives for Narrow Gauge Railroads.

There has just been finished at the Baldwin Locomotive Works, a narrow (three feet) gauge locomotive, for the Denver & Rio Grande Railroad. It is stated to be the first narrow gauge locomotive for general passenger or freight service built in this country. The engine is six-wheeled, four of the wheels 40 inches in diameter, being coupled as drivers, and the one pair of leading wheels so arranged as to enable the engine to pass short curves readily, as the rigid wheel base is only 6 feet 3 inches. The general plan is similar to that of ordinary full gauge locomotives. The cylinders are outside and placed horizontally, and are 9 inches in diameter by 16 inches stroke. Its total weight in running order is 25,300 pounds, of which 20,500 are carried on the four driving wheels and so available for adhesion. A four-wheeled tender having a water capacity of 500 gallons, and a coal capacity of about one and one-half tons is attached. The proportion of driving wheels relatively to the stroke of piston admits of a speed of 30 to 40 miles an hour, with equal facility as on the full gauge. Two freight locomotives, having each three pairs of drivers and a pony truck, are also just finishing for the same road.

The Western Maryland Railroad will, in all probability, be in running order as far as Sabillasville before the end of July. The heavy work now on hand is the construction of a Howe truss bridge, in two spans of 120 feet each, across Owings' creek, above Mechanicstown, which is making good progress.

Peteler Portable Railway.

The following is a description of the Portable Railway, made on what is known as the Peteler plain. It is designed to facilitate the removal and transport of earth on the cuts and fills, in railroad construction:

The track is formed of separate sections, twenty-five feet long. Each section consists of two three by six inch sleepers, twenty-five feet long, placed two feet apart, and held together by four bolts of one-inch iron. Close to the inner-edge of the upper surface of each sleeper is riveted a rail of half-oval iron about one and a half inches wide and one-half of an inch high. These form a track of twenty-inch gauge, the frame work being equivalent to the road-bed and ties of an ordinary railroad. This section supplies a complete railroad twenty-five feet long. To make a longer line the sections are placed on the surface of the ground, end to end, and fastened together by hooks and eyes, dowel joints, or otherwise. As now employed, there are castings at the ends of the sleepers, those at one end forming a mortise, and those at the other a species of tenon with a hook, so that two adjoining sections are simply slipped together and then latched. These sections can be readily handled, loaded and unloaded by three or four men, and four men can lay one thousand feet in an hour. A few curved sections, and one section with a frog and switch are needed with every lot. The track can thus be laid on almost any surface—on rough ground or in marshes—and a good road thus be provided for vehicles. These vehicles have iron flanged wheels, twelve or fourteen inches in diameter, supporting a frame work on which swings a hopper-like box, which can be turned over to either side. The sides are hinged at the top, and when the box is turned upon one side, that side falls, thus leaving it a box without a bottom and the load is dumped. These cars are made to carry a cubic yard of earth, and they weigh about 350 pounds. Their sides are moderately low, so that they can be easily loaded. They are coupled together by chains and hooks.

Iron Telegraph Poles.

There is likely to be a further largely increased demand for Pennsylvania's great staple, iron, and from an entirely new market for consumption. Although the United States was the first nation in the introduction and use of the magnetic telegraph in practical business, the Prussian authorities have the credit of suggesting a great improvement. Considerable trouble and delay having been experienced there, particularly during the late war, from the falling (through rottenness) or blowing down of wooden telegraph poles in exposed situations, the authorities resolved to do away with this evil, and to that end concluded to make an experiment with iron telegraph poles, which were substituted for the wooden ones. The result has been a complete success, and it is now contemplated to introduce them on all the Prussian telegraph lines. In Switzerland, also, they have been satisfactorily tried, carrying the wires along railway lines extending for more than three hundred and fifty miles, and are also there rapidly taking the place of the old wooden poles. Owing to the frequent renewals made necessary with wooden poles, iron ones have been found much cheaper, after their first erection, besides which their appearance is very much more graceful and pleasing to the eye than the old-fashioned dilapidated and crooked monstrosities.—*Philadelphia Ledger*.

The directors of the New York and Oswego Midland Railroad have let the unfinished portion of their road in Delaware and Sullivan counties to Culver & Simpson, contractors, to be finished in one year. This will complete the road from Oswego to New York.

The first iron laid on the Wisconsin Central Railroad, was put down on Wednesday, June 21st, 1871.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,
BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 Nassau-st., New York, July 1, 1871.

The amount of the best class of securities now available in the market, at prices which render them desirable and profitable for investment, is limited in comparison with the amount of capital which must seek investment from the approaching July disbursements, and the most substantial of these must be rapidly absorbed. Preference will, of course, be given by prudent investors to those combining the best assurances of absolute safety with a liberal interest on their cost.

THE FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY offer peculiar inducements to judicious investors.

1. The Road is under experienced, conservative and honorable management. The company is one of the strongest and most reliable and trustworthy corporations in the country, with a well established credit and possessing property and franchises of great value.

2. There is ample security for the entire mortgage, already existing in completed Road, Equipments and work done.

3. The regular and prompt payment of interest and the security of the principal are beyond question.

4. It is an old successful Road, with 227 miles now in profitable operation, and 100 miles additional nearly completed, extending itself in response to the demands of commerce, as a GREAT EAST AND WEST TRUNK LINE FROM THE ATLANTIC TO THE OHIO, and for the accommodation of the immense mineral resources along its line.

5. The traffic necessary to render its extension profitable does not depend upon a slow future development, but an enormous and profitable trade is already waiting for and inviting it.

6. The Loan is sufficient in amount to become widely known, popular and marketable, while it will be but a slight tax upon the great earning capabilities of the Road.

Price of the bonds, until further notice, 92, and accrued interest from May 1.

FISK & HATCH.

The east Saginaw (Michigan) *Enterprise* says arrangements have been effected with the Michigan Railway to run the cars of the Holly and Monroe extension of the Flint and Pere Marquette Railroad over their track to Toledo, and through trains will be run from Bay City to Toledo. There is every prospect that before the end of another year the entire line will be completed from Lake Michigan to Monroe, and through trains will run from Ludington to Toledo. A Western connection will also be secured by a line of steamers across the lake.

The National Mining Company has declared a dividend of \$1 per share from net earnings, payable at the office of J. W. Clark & Co., 28 Milk street, Boston, on the 5th inst.

The Worcester and Gardner Railroad completed the laying of its rails from Gardner to Barber's Crossing in Worcester, a distance of twenty-three miles, on the 1st inst.

Journal of Railroad Law.

RAILROAD COMPANIES—DILIGENCE REQUIRED—WHAT IS NOT NEGLIGENCE *per se*.—DUTIES OF ADJOINING OWNERS.

The facts in the late case of *The Ohio and Mississippi Railroad Company vs. Shanefelt*, (47 Ill., 497), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action of trespass on the case, brought by appellee, in the Marion Circuit Court, against the appellants. The declaration avers that appellee was the owner of one thousand rails, and twenty acres of meadow, situated on his farm, of the value of two hundred dollars; that appellants owned, and operated, a railroad running through the farm; that appellants owned the right of way fifty feet in width on each side of their track; and it was the duty of the appellants to keep the right of way free and clear from dry grass, weeds, &c., to prevent fire from communicating from their engines to such dry grass, and thence to the meadow; but that appellants negligently suffered their right of way, adjoining appellee's fence and meadow, to become foul with dry grass, and a locomotive of appellants whilst in charge of their servants, was run over their track, and fire was communicated therefrom, to the dry grass on their right of way, and from the same to the fence and meadow of appellee, and burned one thousand rails and twenty acres of meadow, appellee's property, and destroyed the same. To this declaration appellants filed a plea of not guilty.

It appeared from the evidence, on the trial, that appellants owned the road running through appellee's farm, and that there was dry grass and weeds on their right of way, and that fire was communicated from a passing engine, operated by the company, on the 28th of August, 1866, to the grass on their right of way, and ran thence into the fence and meadow of appellee; that eight hundred rails were destroyed, and sixteen acres of meadow burnt over; that there was dry grass in the meadow adjoining to the right of way. Appellants introduced evidence from which it appeared that the engine, from which the fire was communicated, was furnished and properly equipped with the most approved mechanical contrivances known to prevent the escape of fire, which was in good repair.

The case was submitted to the jury without instructions from the court, and they found a verdict in favor of appellee, for \$98.40 damages. Appellants entered a motion for a new trial, which was overruled by the court, and a judgment rendered on the verdict; to reverse which, the case is brought, by appeal, to this court, and the overruling of the motion for a new trial is assigned for error.

This record presents the question, whether a railroad company, having provided and used the best known contrivances to prevent the escape of fire from their engines, are, nevertheless, liable for not removing, or preventing the accumulation of, dry grass and weeds on their right of way, to prevent fire from communicating to adjoining lands. In other words, are such bodies bound to cultivate, mow, or otherwise prevent the growth of vegetation on their right of way? Is it *per se* negligence to permit dry grass and other vegetable matter, combustible in its nature, to remain

on the side of their track? That such bodies, like individuals, are required, by the law, to use all reasonable precautions to prevent injury to others, and this rule applies, to the same extent, and no farther, to corporate bodies as it does to natural persons. It then follows, that appellants were bound to use the same degree of effort to prevent injury to others, whilst exercising their franchises and corporate privileges, as an individual is under to other persons.

Again it is the settled law of this court, that negligence is relative, and if both plaintiff and defendant are negligent a recovery cannot be had, unless the defendant has been guilty of gross negligence, amounting to willful misconduct. If a plaintiff is guilty of such negligence as necessarily contributes to the injury, it must appear that the defendant was guilty of a higher degree of negligence. When the plaintiff, by his own carelessness, has contributed to produce the injury, the defendant is not absolved from all further care and effort, on his part, to avoid the injury, but is still required to use all reasonable efforts to prevent its recurrence, and failing to do so he must be held liable. But, in the very nature of things, it must be, that where the plaintiff has, by his negligence increased the hazard, it becomes more difficult for the defendant to avoid the injury, and, unless it appears that he could have done so, he will not be held liable.

In the case of *The Illinois Central R. R. vs. Mills*, 42, Ill. 407, it was said, that it was not an indispensable conclusion of law, that a railway company is guilty of negligence, to be inferred from the fact that a fire ignited in dry weeds or grass upon their land; but that it is a question of fact to be determined by the jury, in view of the extent to which the weeds and grass have been permitted to accumulate on their right of way, the season of the year, and all other circumstances affecting the liability to fire. It was also held, that the company were bound to use the same diligence in removing such weeds, grass and other combustible material, from exposure to ignition by the locomotive, that a cautious and prudent man would use in reference to combustible matter upon his own premises, if exposed to the same hazard from fire as dry grass upon the side of the railway.

In that case, as in this, it was contended, that it was negligence *per se* to permit dry weeds and grass to accumulate on the right of way of a railway company; that its presence there created a legal presumption of negligence. But it was held to be error to so instruct the jury, and the judgment was reversed for that error. That such an accumulation may be evidence from which negligence may be inferred, is certainly true, under some circumstances; but we are aware of no legal principle which has declared it, of itself to be negligence. The statute has not required such bodies to remove such a growth nor has any decision held it to be a legal duty. Such bodies, like individuals, are bound to use reasonable precautions to prevent the escape of fire from their engines and premises, and so are individuals, and the one is under no greater obligation than the other; both are under the same obligation, resulting, alone, from the rules of the common law and, in each case, the question of negligence must depend upon the circumstances which surround it.


In this class of cases both parties are required to use care and diligence to avoid the loss; and it should appear that a plaintiff suing for a loss from the escape of fire from the engine or railway grounds, has not contributed to the injury by equal neglect of duty. If he has permitted his lands, adjoining the right of way of the road, to become foul and highly calculated to ignite, this would be evidence from which a jury would be warranted in the inference that he had been guilty of negligence, contributing to the injury. We are at a loss to perceive why a railroad company should be required, in the absence of statutory requirement, to mow their right of way, and the adjoining land owner be permitted to let his lands become foul, and liable to ignite; on the contrary, both should be required to use all reasonable efforts to prevent the escape and spread of fire. Where the corporators have adopted, and have in use and in proper repair, the best known mechanical appliances to prevent the escape of fire, and a land owner is equally negligent in permitting grass and weeds to accumulate on his adjoining land, as upon their right of way, no reason is perceived why it should not be held that the land owner has contributed to the loss.

If adjoining land owners were to permit such combustible materials to accumulate, and fire was, accidentally or unavoidably, to get into the field of one, and thence communicate to the other, would any one say that they had not contributed equally to the loss? It would not be contended that one was any more bound to remove the dry grass and weeds from his fields than the other. And, in such a case, each takes the hazards of accidents. Nor are we able to perceive the difference in that and the case at bar. Having provided the best known contrivances, and having employed them, and kept them in good order, the escape of fire is accidental, and where both parties have permitted their adjoining lands to accumulate combustible material, and fire escapes, whether on the right of way, or from the field of the owner, we can not see that the company should be held liable for negligence.

In this case the railroad employed the best known machinery to prevent the escape of fire, and the evidence shows that it was in good order at the time.

It also appears that there was combustible material on the land of appellee, adjoining the right of way of appellants. And, as each party was under obligation to use all reasonable precautions to prevent the injury we do not see that the negligence of appellants was so much greater than that of appellee as to render them liable. Had appellee taken reasonable precautions to guard against the injury, and the company had omitted any duty, such as neglecting to use spark arresters, or those employed had been in bad condition, then the case would have been different, but, in this case, we think the evidence fails to disclose a right of recovery by appellee and the judgment of the court below must be reversed.

Judgment reversed.

 The Delaware and Hudson Canal Company are about to lay down a third rail on the Susquehanna road and its connections to Scranton. The Iron is already purchased, and the work will commenced at once.

The Public Debt Statement.

The following is a recapitulation of the public debt statement June 30, 1871:

DEBT BEARING COIN INTEREST.		
Five per cent. bonds.....	\$274,236,450	00
Six per cent. bonds.....	1,613,897,300	00
Total.....	\$1,888,133,750	00
Accrued interest	44,278,318	63
DEBT BEARING INTEREST IN LAWFUL MONEY.		
Three per cent. certificates	\$31,885,000	00
Navy Pension fund 3 per cent..	14,060,000	00
Certificates at 4 per cent.....	678,000	00
Total.....	\$46,563,000	00
Interest	429,853	78
Debt on which interest has ceased since maturity	\$1,948,902	26
Interest	317,331	69
DEBT BEARING NO INTEREST.		
Demand and legal tender notes.	\$356,096,505	50
Fractional currency	40,582,874	56
Certificates of gold deposited...	19,886,300	00
Total.....	\$416,565,680	06
Unclaimed Pacific R.R. Interest	11,262	13
Total amount outstanding.....	\$2,353,211,332	32
Total interest.....	45,036,766	23
Total debt, principal and interest, to date, including interest due and unpaid	\$2,398,248,098	55
AMOUNT IN TREASURY.		
Coin	\$96,683,900	50
Currency	9,533,363	15
Total.....	\$106,217,263	65
Debt less amount in Treasury ..	\$2,292,030,834	90
Debt less amount in Treasury June 1, 1871.....	2,299,134,184	81
Decrease of debt during the past month	\$7,103,349	91
Decrease of debt since March 1st, 1869.....	\$233,432,425	11
Bonds issued to the Pacific Railroad Companies, interest 6 per cent. payable in lawful money:		
	Amount outstanding.	Interest, not yet paid.
Union Pacific.....	\$27,236,512	\$817,695 36
Kansas Pacific.....	6,303,000	189,090 00
Sioux City and Pacific..	1,628,320	48,849 60
Central Pacific.....	25,881,000	776,430 00
Central Branch Union Pacific.....	1,600,000	48,000 00
Western Pacific.....	1,970,000	59,100 00
Totals	\$64,618,832	\$1,938,564 96
Interest paid by United States....	\$10,753,910	45
Interest repaid by transportation of mails, etc.....	2,973,861	03
Balance of interest paid by United States.....	7,780,049	42

Atlantic and Great Western Railway.

Official notice is given that the sales of the property of this Company under the Decrees of Foreclosure are advertised for 18th, 22nd, and 26th July, in New York, Pennsylvania and Ohio respectively. The payment of £3 10s. per cent., on the Certificates of Debentures of 1864, will be made on and after the 1st August, at the offices of Messrs. Bischoffsheim and Goldschmidt, on production of the representative certificates (Bischoffsheim's), to endorsed with the amount paid, and on signing a receipt for the payment.—*Herald*.

The directors of the New York Railway Company have a large number of surveyors employed along the proposed line of the railway to make surveys of the property to be taken.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

DIRECTORS.

Alexander T. Stewart, A. Oakley Hall,
William M. Tweed, John Jacob Astor,
August Belmont, Peter B. Sweeny,
Charles A. Jamont, Levi P. Morton,
James F. D. Lanier, Hugh Smith,
Franklin Osgood, William T. Blodgett,
William Butler Duncan, Richard O'Gorman,
John J. Bradley, Jose F. Navarro,
Charles L. Tiffany, Henry Smith,
William R. Travers, Edward A. Wesley,
Joseph Seligman, Manton Marble,
Richard B. Connolly, John Taylor Johnston,
Henry Hilton.

HENRY HILTON,**President.****HUGH SMITH,****Vice-President.****W. BUTLER DUNCAN,****Treasurer.**

EDWARD P. BARKER,
Secretary.

By authority of the Board of Directors of THE NEW YORK RAILWAY COMPANY, and in conformity with the terms of the Act of Incorporation in that respect, the undersigned Commissioners on Stock Subscriptions give public notice for and on behalf of the Directors, and of such Company, that Books of Subscription for the Capital Stock thereof will be opened on WEDNESDAY, the TWENTY EIGHTH DAY OF JUNE instant at the following places in this City, viz:

At the Banking House of

DUNCAN, SHERMAN & CO.,

No. 11 Nassau street.

At the Banking House of the

BANK OF THE METROPOLIS,

No. 31 Union square.

The Company is authorized to construct two Viaduct Railways or branches through the City of New York, on the east and West sides thereof, from a common starting point at or near Chambers-st., between Broadway and Chatham-st.; also across the Harlem River and through Westchester County; with power to build additional lines of railway or branches, from time to time, in any part of the City or Westchester County. The property acquired by the Company is exempted from taxes and assessments during the period allowed for the final completion of the railway in the city. The Mayor, Aldermen, and Commonalty of New York are authorized and directed, with the approval of the Commissioners of the Sinking Fund, to subscribe for five millions of dollars of the stock of the

Company, whenever one million of dollars thereof has been subscribed for by private parties. This conditional amount of stock has been wholly subscribed for and taken by the Directors of the Company. On the completion of either of the lines of railway to the line of Westchester County, the Supervisors of that County are authorized to issue the bonds of the County to such amount as the Supervisors shall deem expedient, to aid in the construction and extension of the railway in and through that County. For the proper equalization of the interest of shareholders who may subscribe and pay in moneys at different times, the Directors are authorized to issue scrip for interest on such payments, payable out of the earnings.

THE TERMS OF SUBSCRIPTION will be as follows:

TEN PER CENT. of the amount of Stock subscribed for, to be paid in cash at the time of subscription. The residue to be paid as called for by the Board of Directors on a notice of thirty days, but no call at any one time to exceed ten per cent.

Scrip for interest at the rate of seven per cent. per annum will be issued by the Company payable out of the first earnings of the Railway on all installments paid on stock subscribed for within thirty days after the Subscription Books shall be opened.

The Company reserve the right to close the Subscription Books at any time after the twentieth day of July, 1871.

By order of the Board of Directors,
Alexander T. Stewart, } Commissioners on behalf
John Jacob Astor, } of the Company.
Levi P. Morton, }

New York, June 16, 1871.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 30th of June inclusive, during the years 1870 and 1871, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1870...	87,100	4,503,500	457,500	82,400
1871...	78,700	4,328,300	4,258,400	40,100
Dec. ..	8,400	175,200	*4,800,900	42,300

* Increase.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a decrease of 43,440 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1869.	1870.	1871.
Canal opened—	May 6.	May 10.	April 24.
Flour, bbls.	78,800	87,100	78,700
Wheat, bushels..	4,106,400	4,503,500	4,328,300
Corn, bushels...	1,403,100	457,500	4,258,400
Barley, bushels.	11,800	82,400	40,100
Oats, bushels...	980,400	862,100	999,600
Rye, bushels...	182,100	236,900	46,200
Malt, bushels...	87,400	154,700	265,000
Feed, lbs.	1,285,600	3,477,400	1,679,500

The Augusta and Hartwell Railroad Company proposes to construct a road from Augusta, Ga., to the Blue Ridge Road, in the northeast corner of the State—125 miles. Two routes have been surveyed, and the least costly will be adopted.

Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first six months of the year—

	1870.	1871.
Ashes bbls.	4,441	3,785
Breadstuffs—		
Wheat flour, bbls.	1,550,359	1,525,738
Cornmeal, bbls.	139,848	114,280
Wheat, bush.	6,708,514	6,156,460
Rye, bush.	251,044	50,594
Oats, bush.	2,100,939	2,588,275
Barley, bush.	955,283	439,253
Peas, bush.	113,633	83,024
Corn, bush.	2,324,087	8,609,894
Cotton, bales.	376,323	580,717
Naval Stores—		
Crude turp., bbls.	4,090	3,082
Spirits turp., bbls.	31,603	27,212
Rosin, bbls.	290,125	227,871
Tar, bbls.	42,365	12,303
Pitch, bbls.	1,942	396
Provisions—		
Pork, bbls.	71,584	150,193
Beef, pkgs.	54,173	83,795
Cutmeats, pkgs.	73,006	110,952
Butter, pkgs.	223,541	281,171
Cheese, pkgs.	257,447	280,929
Lard, tcs. and bbls.	51,990	136,827
Do., kegs.	18,892	12,486
Whiskey, bbls.	111,094	85,884

Exports from New York to foreign ports of certain leading articles of domestic produce for six months from January 1st—

	1870.	1871.
Ashes, Pots, bbls.	1,944	987
Do., Pearls, bbls.	22	75
Beeswax, lbs.	167,849	147,938
Breadstuffs—		
Wheat flour, bbls.	846,188	936,159
Rye flour, bbls.	1,778	1,804
Cornmeal, bbls.	41,095	62,596
Wheat, bush.	7,401,975	7,409,884
Rye, bush.	57,484	34,919
Oats, bush.	9,788	14,889
Barley, bush.		81,797
Peas, bush.	113,476	48,885
Corn, bush.	160,864	4,076,608
Candles, bxs.	22,149	27,274
Coal, tons.	20,986	5,603
Cotton, bales.	230,693	392,751
Hay, bales.	25,858	15,453
Hops, bales.	18,738	14,918
Naval Stores—		
Crude turp., bbls.	403	208
Spirits turp., bbls.	8,555	5,491
Rosin, bbls.	255,708	178,006
Tar, bbls.	13,371	5,638
Pitch, bbls.	2,669	1,437
Oils—whale, galls.	64,456	156,370
Do., sperm, galls.	311,860	289,609
Do., lard, galls.	12,940	64,348
Do., linseed, galls.	5,008	3,671
Provisions—		
Pork, bbls.	42,523	90,284
Beef, bbls.	12,332	29,787
Do., tcs.	29,536	62,504
Cutmeats, lbs.	19,552,280	44,048,487
Butter, lbs.	739,360	2,527,422
Cheese, lbs.	14,231,214	17,558,088
Lard, lbs.	16,134,547	48,709,416
Rice, tcs.	1,174	1
Do., bbls.	10,692	5,292
Tallow, lbs.	12,063,425	16,157,382
Tobacco, crude, pkgs.	35,024	57,415
Do., manf., lbs.	2,941,799	4,190,340
Whalebone, lbs.	264,719	261,429
Petroleum, galls.	35,920,677	39,338,849

The Pittsburgh Chronicle says that the product of Bessemer steel rails at the Pennsylvania Steel Company's Works, near Harrisburg, is going forward now at the rate of fourteen thousand tons per annum. This will construct about one hundred and forty miles of steel railway track a year.

Railroad Building in California.

The San Francisco Bulletin says that with the opening of summer there is renewed activity in railroad building in California. In the lower part of the state, besides the Southern Pacific, which is going ahead beyond Gilroy, work has been resumed on the San Joaquin Valley, already completed twenty miles beyond Stockton, and forty miles additional will be finished during the present season. The Copperopolis Railroad, built for twenty eight miles from Stockton, is also to be pushed forward. Here we have two railroads, on nearly parallel lines, now under way in the San Joaquin Valley, pushing for the southern extremity of the state; while on a line nearer the coast a third road, the Southern Pacific, is advancing in the same direction. The commencement of the Texas Pacific from San Diego may be reckoned as one of the certain events of the season. What may be done with the projects for one or two branch lines to intermediate towns on the coast remains to be seen.

North of San Francisco, a large force is at work grading for the Sonoma branch of the Vallejo, or California Pacific Railroad. A report is current that a contract has also been let for 145 miles of the Eastern Extension of this road, reaching from Davisville, a few miles southeast of Sacramento, to a point in the Upper Sacramento Valley, near Shasta. The report is probably premature. This section of the eastern extension will be entirely on the west bank of the Sacramento river. On the east bank the Oregon branch of the Central Pacific is already in operation one hundred and twenty-seven miles north of the state capital, and is to be extended to the Oregon border, about two hundred miles further.

Altogether, there will be considerable railroad building in California this season, widening the field for labor and extending the facilities of cheap and rapid communication. A much larger proportion of the agricultural region than ever before will be accessible by rail before another farming season opens.

St. Paul and Sioux City Railroad.

Capt. Gere, Engineer of the St. Paul and Sioux City Railroad, left St. James yesterday to make the final location of line between that point and Sioux City. The road has been graded 30 miles southwest of St. James. Another stretch of the grading work, extending over a distance of 20 miles, is now being done, and will be completed at an early day. Of the 30 miles already graded this season, the bridging and culverts are completed for a distance of fifteen miles—the latter being in readiness for the iron. Three miles of track have been laid, without any other than good human will and muscle. The latter portion of the work of railroad building will progress more rapidly. There are nearly a thousand men at work on the extension west of St. James, and construction is going forward with wonderful rapidity. Not the least important information in regard to the progress of this great thoroughfare between the Missouri and Mississippi rivers, is the fact that the company have determined not to limit themselves to the 50 miles already under contract to be built this year, but will continue grading upon the line without cessation or interruption, and it will be finished through to Sioux City this year, and thus the company will be enabled to commence running trains through from St. Paul to Sioux City early in the month of July next.—St. Paul Press.

The directors of the Winterport (Me.) Railroad Company have elected Theophilus H. Cushing of Winterport, President, in place of Charles E. Dole, resigned.

Seven hundred men are now employed on the Holyoke and Westfield (Mass.) Railroad, two-thirds of the whole line is graded, and the whole will be finished ready for the track by October.

One Rail Railway.

A one-rail railway has been in successful operation between Raney and Montfermeil, near Paris, for two years. The locomotive for a one-rail road has four wheels, two being placed, one at the front and one at the rear of the engine, bearing on the rail. These give the direction, and are double-flanged. The other pair of wheels are placed in a transverse plane passing on a line in front of the fire-box. They run on oak plank or macadamized road, as the case may be, and are the driving wheels. This sort of railway can be built in France for about \$1,000 per mile. The locomotives weigh six and ten tons; the former runs fourteen miles an hour, drawing, besides its own weight, thirty-five tons up a grade of two feet in a hundred; the latter will draw fifty tons at a rate of eight miles an hour up the same grade; on a level it would draw one hundred and eighty tons. This system is the invention of M. Larmanjat, a French civil engineer, and many believe that it may be successfully introduced on turnpike roads with the grades and curves which the common highway generally has.

The new bridge across the Mohawk river, a short distance below Schenectady, for the branch of the Saratoga Railroad, was completed last week. The total cost was \$40,000.

The Portland and Ogdensburg Railroad was completed to Conway Centre on the 1st of July.

No. 53 EXCHANGE-PLACE,
NEW YORK, June 30, 1871.

THE COPARTNERSHIP HERETOFORE

existing between the subscribers, under the firm name of

DABNEY, MORGAN & CO.,

expires this day by its own limitation, and is dissolved.

Either partner will sign the name of the firm in liquidation.

The business heretofore conducted by us will be continued by

Messrs. DREXEL, MORGAN & CO.,
who will also act as attorneys for Messrs. J. S. MORGAN & CO., of London.

CHARLES H. DABNEY,
J. PIERPONT MORGAN,
JAMES J. GOODWIN,
GEORGE H. MORGAN.

NEW YORK AND PHILADELPHIA, July 1, 1871.

THE UNDERSIGNED HAVE THIS DAY

formed a copartnership for the transaction of a general foreign and domestic banking business, in New York and Philadelphia, under the firm-names of

DREXEL, MORGAN & CO.

No. 53 Exchange-place, New York.

DREXEL & CO.,

No. 34 South 3d-st., Philadelphia.

F. A. DREXEL, } Residing in

A. J. DREXEL, } Philadelphia.

J. H. WRIGHT, } Residing in

J. PIERPONT MORGAN, } New York.

JOS. W. DREXEL, } Residing in

J. N. ROBINSON, } New York.

PARIS, July 1, 1871.
The undersigned have this day formed a copartnership for the transaction of a general banking business, under the firm-name of

DREXEL, HARJES & CO.,

No. 3 Rue Scribe.

DREXEL & CO.

DREXEL, MORGAN & CO.

JOHN H. HARJES.

EUGENE WINTHROP.

ROME, WATERTOWN AND OGDENSBURG R. R.,

VICE PRESIDENT'S OFFICE,

136 Chamber St., New York, June 24, 1871.

DIVIDEND NOTICE.—This Company will pay a Semi-Annual dividend of four per cent. free, on and after the 15th day of July next. Transfer books will remain closed from date to day of payment. Stock registered in New York will be paid at the Mercantile National Bank for sixty days.

MARCELLUS MASSEY,
Vice President.

W. G. CHITTICK,

35 WALL ST, NEW YORK,
Buys & Sells, on Commission,

Commercial Paper,
Sterling Exchange,
Government Securities, &c.
AND TRANSACTS

A General Banking Business.

Loans Negotiated and Investments Made on Favorable Terms.

Orders for Stocks and Gold carefully executed at the Regular Boards.

Prompt Attention given to every Branch of the Business.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley, Nathan A. Baldwin,
Edward Rowe, J. Carothers,
T. M. Niven, George W. Quintard,
James Murphy, William A. Seaver,
Phillip M. Millsbaugh.

DESIRABLE

HOME SECURITIES,

OFFICE OF

MEAD & CLARK,

BANKERS,

141 Broadway, NEW YORK.

The attention of Capitalists and Investors generally is invited to the

FIRST MORTGAGE

7 Per Cent. Gold Bonds

OF THE

WALKILL VALLEY RAILWAY CO.,

which we offer for sale at 90 and accrued interest in Currency.

The Railway is situated on the West side of the Hudson River, and is now running for 20 miles to New Paltz, and is under contract to be in working order to Kingston next fall.

The Bonds are a first-class investment, and we invite the closest investigation of them.

The Principal and Interest are **PAYABLE IN GOLD.**

The Coupons are paid semi-annually in this city on the first days of April and October, free of Government Tax, and the issue of Bonds is limited to \$20,000 per mile of completed Road.

Any information concerning them will be given at our office.

ERASTUS F. MEAD and

THOMAS CLARK, Jr.,

Financial Agents.



I. A. WILLIAMS',
UTICA HEAD LIGHT WORKS,
UTICA, NEW YORK.

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER.

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

RAILROAD IRON.

1,000 tons LLYNVI VALLE.
1,000 " BAILEY BROS.
50 LBS. ERIE PATTERN. Now in yard and for sale

by

DANAS & LITCHFIELD,

49tf

18 William street

NEW YORK**State Railroad Bonds.**

A First-Class Home Investment.

FIRST MORTGAGE
GOLD BONDS

OF THE

RONDOUT AND OSWEGO
RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

EDWD. HAIGHT & CO.

29 Wall Street, New York City,

Financial Agents of the R. & O. Company.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

HEYERDAHL, SCHÖNBERG & CO.,

31 Pine Street,

NEW YORK.

IMPORTERS OF

RAILROAD IRON,

AND DEALERS IN

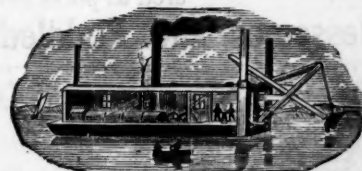
RAILWAY MATERIALS.

SOLE AGENTS

IN THE UNITED STATES FOR

SAMUEL FOX & CO'S

Bessemer Steel Rails.



TO CONTRACTORS.—Superior Steam Dredges, Steam Hoisting Derricks, Upland Excavators, Stationary and Marine Engines, and all kinds of Machinery made to order by the POUND MANUFACTURING CO., Lockport, N. Y.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

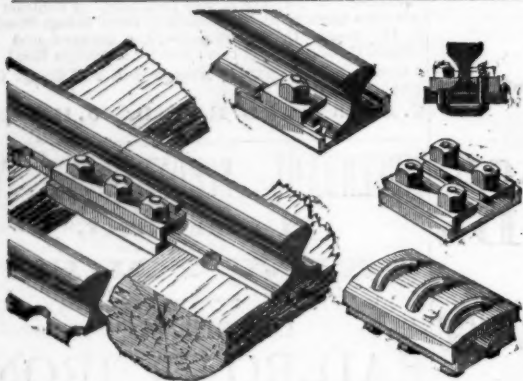
A **DIVIDEND OF FIVE PER CENT. IN CURRENCY**, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.



Contract for **BUILDING** and **OPERATING** at any point required.

MACHINERY and **APPLIANCES** for **RIVER, HARBOR** and **BANK IMPROVEMENTS**, constantly on hand, and furnished on short notice.



FISHER'S PATENT
Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York, **RAILROAD IRON,**

of best **AMERICAN, ENGLISH** and **WELSH** make, of **ORDINARY** or **SUPERIOR QUALITY**, and of any size, weight and pattern, from **WORKS, YARD** or **EUROPEAN Shipping port**, or delivered at ports in the United States or Canadas.

Bessemer and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.

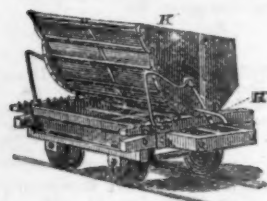


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

Address, **A. W. RHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.**

RIGHTS FOR SALE BY
A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS.

N. H. CAMP.

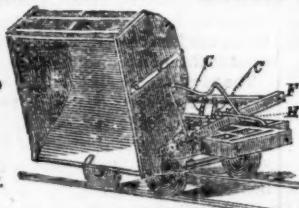


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

PACIFIC MAIL Steamship Company's LINE TO California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
OF MEXICO, CENTRAL AMERICA, PERU,
AND CHILL.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

July 15, steamer **OCEAN QUEEN**, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, and connecting at Panama with steamer **SACRAMENTO**, Capt. Laidge, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of July 13.

Steamer **AMERICA** will leave San Francisco August 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH AND SCOTCH FIRE BRICK

In Store and to Arrive
AT **NEW YORK, BOSTON** AND
PHILADELPHIA.

S. L. MERCHANT & Co.,
76 South Street, New York,
27 Central Wharf, Boston,
205 1-2 Walnut St., Philadelphia,

AGENTS for the UNITED STATES OF MAW & CO.'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies, Fireplaces, Linings, Hearths, Exterior and Interior Wall Panels, Tablets, String Courses.

EDWARD W. SERRELL,
CIVIL ENGINEER,
78 & 80 BROADWAY,
NEW YORK CITY.

Railroads, Bridges, Explorations.
Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

RAILROAD IRON.
THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **AMERICAN or Welsh Rails**, and of any required weight and pattern **PERKINS, LIVINGSTON & POST,**
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.
THE undersigned agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMPANY,
59 Liberty St., New York.

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Cases. No. Tryon Row, New York.